

AMERICAN Railroad Journal.

ESTABLISHED 1831.

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THE GROWTH OF RAILROADS IN NEW YORK.

An interesting bit of railroad history is found in the annual report on the railroads of New York, recently submitted to the Legislature by the State Engineer and Surveyor. A portion of the report is devoted to a concise sketch of the development of railroads in the State as follows: In the year 1825 there were no railroad companies in this State. In 1830 twelve companies had been formed, but no road was in operation. About 12½ miles of track had been laid by the Mohawk and Hudson Railroad between Albany and Schenectady, the cost of which cannot be given, as no report was required from it until the line was completed. Ten years later, in 1840, there were 86 companies incorporated. Of this number only thirty-three built their roads and continued in existence, and but five—the New York and Harlem (the oldest surviving railroad company), the Saratoga and Schenectady, the Rensselaer and Saratoga, the Long Island and the Oswego and Syracuse—are in existence today. Four of these roads are leased and but one (the Long Island) is now operated by its own officers. In 1840 there were 368 miles of road in operation and about \$7,800,000 had been expended in railway construction. The rails used were wood, with a flat three-quarters of an inch by two and one-half inch bar of iron fastened on the upper side. The New York and Erie Railway Company, whose road was not in operation, in their report for the year 1840 state that they had purchased 5,000 tons of "edge rail," weighing fifty-six pounds per yard, at a cost of \$55 per ton, which they considered much superior to flat iron rails in use on other roads, and that they had purchased three first-class locomotives, weighing fifteen tons each. This was the weight of the largest locomotives at that time. In the report of the Auburn and Syracuse Railroad Company for the year 1837, they say: "Owing to the general disarrangement of the business of the company and the difficulty of enforcing the payment of instalments upon the stock and to disarrangement of foreign ex-

change it was impossible to obtain iron plates for the rails, and the directors consequently determined upon the temporary use of wooden ribbons and horse power until the iron can be procured."

In 1850 eighteen companies were operating their roads, the entire length amounting to 730 miles, which cost \$25,429,668. Five other companies, whose roads were incomplete, had 554 miles in use and had expended \$35,239,865 16; and three companies, whose roads were not in operation, had expended \$100,263 85. The whole number of miles over which trains were run was 1,285; and 485 miles were in process of construction. The total expenditure for railroads in New York State at this time was \$60,769,797 01. The earnings for the year were \$5,676,761 22 and the cost of operating the roads amounted to \$2,440,794 22, leaving a surplus or profit of \$3,235,967, equal to 5½ per cent upon the amount invested. There were 4,363,608 passengers carried in cars and 734,378 tons of freight transported. Sixty-two persons were killed and 18 injured during the year.

In 1860, twenty years after the first railroad was built, there were 44 steam and 4 horse roads in operation. Fifty-two steam and 18 horse railroad companies were required to report to this office, and 1 steam and 5 horse road companies were exempt from reporting, making a total of 76 corporations. The cost of constructing the steam roads was \$130,440,394 11, and the horse roads cost \$7,407,929 48—a total of \$137,848,323 59. There were 2,730 miles of road in operation, 2,656 of which were steam and the remainder horse roads. The steam railroads carried 9,305,978 passengers and the horse roads 49,980,148—a total of 59,286,126. The total tonnage of freight transported was 4,741,773 tons, of which amount the New York Central Railroad Company report they carried 1,028,183 tons, 297,925 tons being west bound and 730,258 east bound freight. The earnings of the steam roads were \$20,477,593 09 and of the horse roads \$2,364,642 82, a total of \$22,842,241 91. The total expenses were \$14,387,983 83, of which the steam roads paid

\$12,652,676 72 and the horse roads \$1,735,307 11. This leaves a surplus or profit for the steam roads of \$7,824,922 37, or about 6 per cent upon the amount invested, and for the horse roads, \$629,355 71, or 8½ per cent upon the cost. The number of persons killed during the year upon steam roads was 143 and 9 upon the horse roads. The number injured was 71 and 17 respectively.

In 1870 there had been 6,191 miles of steam and 310 miles of horse road constructed, and the amount paid for constructing steam roads was \$249,228,896 19 and for horse roads \$23,481,268 74. The steam roads this year carried 24,550,753 passengers and 20,572,212 tons of freight. The horse roads carried 154,591,871 passengers. The earnings of the steam roads were \$69,549,444 03 and the cost of operating was \$46,132,947 01, leaving a profit of \$23,416,479 02, or 9½ per cent upon the cost of the roads. The horse road earnings amounted to \$9,523,892 83 and the cost of operating was \$7,859,928 78, leaving a profit of \$1,663,965 05, or 7 per cent upon the cost of roads. The number of persons killed by steam roads was 269 and 264 more were injured. The horse roads injured 103 and killed 29. The report for 1880 shows that 9,186 miles of railroad have been constructed, 8,709 miles having been built by steam railroad companies and 477 miles by the horse railroad companies, including the elevated railroads. The steam roads have cost \$695,525,828 48, the horse roads \$40,686,946 64, and the elevated roads \$33,038,332 12, a total of \$770,251,107 24 for all. The steam roads carried 47,197,385 passengers, the horse roads carried 244,900,717, and the elevated 60,831,757, making 305,732,474 passengers carried by the city roads, a total of 352,929,859. During the year the steam roads carried 57,356,128 tons of freight, and the earnings were \$108,965,556 04. The payments for operating the roads amounted to \$64,996,989 54, leaving a profit of \$43,968,566 50, or 6½ per cent upon the cost. The earnings of the horse roads were \$13,449,121 87 and the cost of operating \$9,157,467 28, leaving a profit of \$4,291,654 59, or 10½ per cent. The earnings of the ele-

vated roads were \$4,612,975 56, the cost of operating \$2,644,325 24, and the surplus or profit \$1,968,650 32, or 6 per cent.

In regard to the new incorporations of the past year the report says: "An evidence of better times and increased confidence is shown by the number of railroad companies that were incorporated in this State during the past year. There were 52 new companies formed, 12 re-organized or formed by the consolidation of other companies, and 2 whose corporate powers had ceased were revived by special acts of the Legislature, making a total of 66 new corporations. This is the greatest number of roads ever incorporated in any one year. The largest number heretofore was 61, in the year 1872."

Grand Trunk Railway of Canada.

DIRECTORS' REPORT FOR THE HALF YEAR ENDING
DECEMBER 31, 1880.

	Dec., 1879.	Dec., 1880.
The gross receipts upon the whole undertaking, including Buffalo and Champlain lines, have been....	£978,202	£1,158,407
Deduct—Working expenses at the rate of 67.67 per cent, against 72.87 per cent for December half of 1879....	712,807	788,894

	£265,895	£374,513
Add—Interest on International Bridge Capital....	11,886	18,082
Interest on Chicago & Trunk Railway Bonds.....		10,121
	£277,281	£397,666

Out of this amount the following half yearly charges for interest and rents have been paid, viz:

Interest on 5 per cent perpetual deb. stock.....	£76,538
Interest on Land loans, &c.....	457
Rents.....	105,888
Equipment bond interest.....	26,058

	£208,430
Showing a balance of.....	189,286

£397,666

The amount brought forward from the preceding half year, £8,659, makes, with the above balance from the past half year of £189,286, a total of £197,945 available for the payment of dividends, as against a total of £65,740 in corresponding half year of 1879. From the sum of £197,945 thus available, the following dividends were paid on the 1st March last:

First preference stock, at the rate of 5 per cent per annum.....	£80,374
Second preference stock, at the rate of 5 per cent per annum.....	58,154
Do in payment of arrears of div. on the June half at the rate of 2 per cent per annum.....	23,262
Third preference stock, at the rate of 1 per cent per annum.....	35,823

£197,614

leaving £281 to be carried to the next half year's account. The gross receipts for the half year were greater than in 1879 by £180,204, or 18.42 per cent., though the receipts for the Riviere du Loup line from 1st July to 18th August, 1879, (£5,038), were included in the receipts for that year, but not in those for 1880. The working expenses including renewals, amounted to £783,894, or 67.67 per cent, against a total charge of £712,807, or 72.87 per cent in 1879, showing an

increase of £71,087, or 9.97 per cent, as compared with an increase in the receipts of 18.42 per cent. The passenger receipts, including mails and express freight, increased by £40,572, or 12.28 per cent; and the number of passengers carried by 82,888, or 7.47 per cent, as compared with 1879. The receipts from freight traffic increased £189,498, or 21.72 per cent; and the tonnage 221,577 tons, or 15.74 per cent. The total number of passengers was 1,185,089, against 1,102,701; and the quantity of freight was 1,629,035, against 1,407,468 tons. The average receipt per passenger was 5s. 8½d., against 5s. 5½d.; and per ton of freight 9s. 7d., against 9s. 1½d. The charges for maintenance and renewals of road and rolling stock compare with 1879, as follows:

Expended on—	1880.	1879.
Way, stations, and buildings.....	£161,080	£161,975
Engines, work shops, &c.....	74,825	64,771
Cars.....	77,017	69,657
Total.....	£312,902	£286,403

Of gross receipts per cent.... 27.01 29.28

The general increase in the charges for maintenance and renewals was owing partly to higher wages and greater cost of materials, but principally to extra work performed. Though the total charges were thus increased by £26,499 the proportion of maintenance and renewals to gross receipts was decreased by 2.27 per cent as compared with 1879, and by 5.60 per cent as compared with 1878. The expenditure for fuel, wages, and other charges for working the railway was increased by £44,589, as the following statement shows:

Expenditures for	1880.	1879.
Fuel.....	£113,241	£103,247
Running engines, wagers, oil, &c.....	75,370	69,795
Traffic department.....	212,228	192,694
General charges.....	20,546	18,016
Miscellaneous expenses.....	17,435	18,181
Rent and mileage of foreign rolling stock.....	22,135	15,023
Tolls paid.....	9,975	9,445

Total..... £470,990 £426,401

Percentage of gross receipts 40.66 43.69

The percentage of the working expenses (excluding maintenance and renewals) to the gross receipts fell from 43.69 to 40.66, and, as already stated, was also lower for maintenance and renewal of road and rolling stock, thus decreasing the relative proportion of the whole charges 5.20 per cent. On the 23d July, 1880, a prospectus of the issue of £1,000,000 perpetual 5 per cent debenture stock of £105 per £100 nominal was sent to each proprietor of the company, and resulted in application being received considerably in excess of the amount required. The whole of the stock was allotted, and, as far as possible, the receipts have already been applied to the objects of the issue—the redemption of pre preference securities. Notice having been duly given of the redemption of the pre-preference securities scheduled in the prospectus of 23d July, 1880, interest ceases to be paid upon them from the dates when they become payable. The most important of such securities are:

	1881.
Atlantic and St. Lawrence 6 per cent	
2nd Mortgage Bonds payable.....	1st April.
Do.....	8rd..... 1st May.
Montreal and Champlain 6 per cent	
Mortgage Bonds.....	1st July.
And the balance of the International Bridge Bonds not already drawn for payment.....	1st July.

The amount charged against capital account during the half year was £283,423. The principal item of £266,949 consists of the pre-preferential securities (not previously included in the Grand Trunk capital account), redeemed from the proceeds of the issue of debenture stock. The

remaining expenditure includes £50,707 for new works, £19,200 for rolling stock, and £6,562 for lands and land damages. There has been credited to capital account £10,808, the value of materials on the Riviere du Loup line sold during the half year, and £49,634 for premiums on debenture stock sold. At the special meeting to be held immediately after the general meeting, agreements (copies of which are attached) with the Michigan Air line and the Montreal and Champlain Junction Railway Companies, will be submitted to the shareholders for their approval. An agreement with the Georgian Bay and Lake Erie Railway Company will also be submitted. This company has been formed by an amalgamation of the Port Dover and Lake Huron, the Stratford and Huron, and the Georgian Bay and Wellington Railway Companies. The agreement is similar in character to that sanctioned by the proprietors in October last, but is enlarged to include the proposed extension to Colpoys Bay.

On behalf of the board,
H. W. TYLER, President.
21, Old Broad Street, E. C., 18th April, 1881.

Philadelphia and Reading Companies.

The receivers of the Philadelphia and Reading Railroad Company furnish the following statement of the business of the Railroad for the month of March, and for the year to that date, compared with the corresponding periods of the previous year:

	March, 1881.	Year to date.
Gross receipts.....	\$1,600,568 41	\$5,610,159 28
Gross expenses.....	919,112 83	3,377,048 79

Net profit..... \$682,456 08 \$2,233,110 59

	March, 1880.	Year to date.
Gross receipts.....	\$1,489,889 70	\$5,467,707 75
Gross expenses.....	859,113 21	3,107,783 18

Net profit..... \$630,276 49 \$2,359,974 57

The business of the Philadelphia and Reading Coal and Iron Company for the same time was as follows:

	March, 1881.	Year to date.
Receipts.....	\$924,539 49	\$3,445,425 43
Expenses.....	890,286 54	3,235,198 53

Profit..... \$34,252 05 \$210,226 90

Net profit of all.... \$716,709 73 \$2,443,337 49

	March, 1880.	Year to date.
Receipts.....	\$927,670 09	\$2,854,476 45
Expenses.....	872,214 02	3,059,265 09

Profit..... \$55,456 07 Loss \$204,788 64

Net profit of all.... \$685,732 56 \$2,155,185 93

This shows the total gross receipts on the railroad to have been \$9,055,584 81 for the four months to date, against \$9,322,184 20 for the same period in the preceding year; but as the expenses have increased from \$3,107,783 18 for last year to \$3,377,048 79 this year, the net profit is less by \$126,863 98. The operations of the Coal and Iron Company show a profit of \$210,226 90 up to date, against a loss of \$204,788 64 last year, or a net gain in both companies of \$288,131 56.

By the purchase of the Cleveland, Canton, Coshocton and Straitsville Railroad, the Connorton Valley Railroad Company has secured a direct line to the Hooking Valley.

The San Juan division of the Denver and Rio Grande Railway has been opened to Amargo, 23 miles beyond Chama, and within 80 miles of Durango.

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New York, Saturday, April 30, 1881.

Entered at the Post Office at New York, N. Y., as Second-
Class Mail Matter.

AN important step for the encouragement of American ocean shipping was taken at Albany this week, when the Senate passed a bill exempting from State and local taxation all American vessels registering at New York ports.

THE proposed amendment to the State Constitution providing for the abolishment of tolls on the canals of the State, was lost in the Senate at Albany this week, the vote standing 16 in favor to 15 against, with one Senator, said to be opposed to the measure, absent. This ends all probability of the canals being made free within the next four years at least.

THE prospects of the World's Fair seemed somewhat brighter on Wednesday. It had been prophesied that on that day the Executive Committee would meet and decide to abandon the project, but no such decision was made; on the contrary, reports were made that private subscriptions were coming in more freely, while the railroad companies were showing a disposition to give generous and substantial encouragement to the committee.

MOST encouraging reports continue to be received concerning the success of cotton manu-

facturing enterprises in Georgia. The Graniteville Cotton Manufacturing Company of Augusta, running 886 looms and 34,064 spindles, has just made an annual report showing a net profit for the year ending March 1st of \$91,000, said to be a net earning of over 15 per cent on the capital stock, after paying all expenses. Another large cotton manufacturing enterprise, called the King Manufacturing Company, has been inaugurated recently, with a capital of \$750,000 the proposed mill to have a capacity of 30,000 spindles.

THE growth of the railroad may safely be esteemed as among the most accurate measures of the advancement of civilization and Christianity; or perhaps still more positively it may be taken as the true index of the directions and localities in which the highest progress and the most worthy development of mankind will most rapidly extend. That it is considered by those whose efforts are most directly applied to missionary work is shown in abundant instances, and the railroad is heartily recognized by those of broad views, laboring in varied fields at home and abroad for the welfare of their fellow men, as one of their strongest material and practical allies. An illustration of this is given in the important missionary field which Burmah presents. That the people of Burmah, who have not yet accepted Christianity, have been made through the influence of the railroad and the telegraph and their accompanying works; to look with dissatisfaction upon their own religion, with its retarding superstition and ignorance, and are being prepared for the acceptance of Christianity, is illustrated by the following from a correspondent, at Thongzai, of the Baptist Missionary Magazine: "A few days ago I heard two men conversing about the wonderful era. They were Buddhists. 'It is time for a new Baddh to appear,' remarked the elder, and then they talked, and got up and looked out of the railway carriage. I passed into their car, and entered into conversation with them. 'What signs of a Buddh do you see?' I asked. The elder replied, 'Change in all things. Five years ago we were all afraid when we saw these iron rods upon the tops of those (telegraph) poles; but now, see, scores of birds sit up there. Two years ago I was afraid of this great "fire-waggon," and walked half a day rather than venture this ride of one hour; now I never think about fear, but sometimes come in and sleep all the way. Everything is so changed, that I think a Buddh will come to us.' A missionary of the Baptist Board at Toungoo writes: "I have organized our jungle work anew, and our forty-three native preachers are doing what they can to win men into the kingdom of Christ. I am proud of our corps of native preachers. They are a noble set of men. I hear excellent reports from all parts of the field. A new village sent in a delegation at the beginning

of the week for us to come out and destroy their charms, etc., used in the worship of the nats: for they wanted now to worship God, as they were sure our God was the true God."

Our Distinguished Railroad Visitors.

THE Cunard steamship, Gallia, which arrived here Monday, brought among its other passengers a distinguished company of prominent railroad managers and titled gentlemen from England, who have come to this country for the primary purpose of inspecting and studying the different features of our railroad system. The Duke of Sutherland is of the party, and as it is said of him that he has a passionate fondness for steam engines of all kinds but more particularly for locomotives, much of his interest while studying railroads here will doubtless be manifested in examining and making practical tests of improvements in locomotives. Before his return he will inspect the Fire Department of this City and will probably visit several large locomotive works. In and about his own domain in Scotland (and he owns there over a million acres of land), and also in London society, the Duke of Sutherland is looked upon as a remarkably accomplished man, not only in the accomplishments ordinarily to be expected in a man of his station but also for those pertaining to engine driving, for he is fond of getting into the engine cab and running the locomotive, which he manages with as much skill as he would a horse. He is largely interested in the London and Northwestern Railway, and owns a line running through his Scotland estate. He is accompanied by his son, the Marquis of Stafford, who is an officer in the Life Guards. The other prominent members of the party are Henry Crosfield, Auditor of the London and Northwestern Railway; J. P. Brickersteth, its Deputy Chairman; George Crosfield, O. L. Stephen, and T. Knowles, Directors of the company, the last named a member of Parliament for Wigand; George P. Neele, the company's Superintendent, Henry Wright, the Duke's private secretary, and William H. Russell the famous war correspondent of the London Times, and widely known here as "Bull Run" Russell.

Among the features of the American railroad system that will be especially studied by the party will be those relating to the transportation of passengers and baggage, and the method of checking baggage, which does not prevail in England, will be looked into. The London and Northwestern Railway Co., once endeavored to have a plan adopted on the other side of the water by which baggage could be checked from any point on its line to this country, but the plan was abandoned, being opposed by the ocean lines. The prominent car shops will be visited by the party, and rolling stock features examined. The elevated railroads are to receive some attention though they are not made a special feature of the visit.

While some of the party are interested in American railroads, there seems to be no reason to think that the visit has any special significance in its financial bearings, on the stock market, or concerning the effecting of any important business arrangements. It appears to be rather a trip for study and pleasure, for enjoying which the railroad managers here with whom they are brought in contact will extend most heartily all possible opportunities to their distinguished visitors. Upon their arrival in the city the party went direct to the Brevoort House, and after a short rest started later in the week for Philadelphia, Baltimore, Washington and Richmond. After visiting those cities they will go to Boston, make a trip through Canada, arriving at Niagara Falls about the 15th of May. In June the party will be divided, some of the Directors returning to London while the Duke and others make a trip through the West and across the continent to San Francisco, sailing from this city for London in midsummer.

Organization.

Articles of incorporation have been filed in the office of the County Clerk for the establishment of the Pie Island Silver Mining Company. Capital stock, \$5,000,000, divided into 1,000,000 shares of \$5 each. Trustees, Hugh J. Jewett and ten others.

The following gentlemen have been elected directors of the Quebec Steamship Company: Messrs. W. J. Buchanan and Alexander Buntin, of Montreal; and Messrs. Weston Hunt, John C. Thomson, D. C. Thomson, P. Garneau, W. Withall, H. S. Scott and A. Joseph, of Quebec.

The Directors of the Evansville, Dayton and Eastern Railroad Company held a meeting in Dayton, Ohio, on the 23d inst., and organized by electing Joseph Clegg, President; R. R. Dickey, Vice President; J. E. Sickles, Secretary; A. W. Platt, Treasurer. Ten per cent has been paid, and construction of the road will be commenced at once.

Letters patent have been issued at Ottawa, Canada, to the Northwest Navigation Company (limited), with a total capital stock of \$250,000. The incorporators are: Jas. Grahame, Winnipeg; C. J. Brydges, Andrew Allen and H. Drummond, Montreal; Chas. Drummond, Winnipeg; W. Lawson, Andrew Whittson and Wm. Mackenzie, Dundas, Scotland.

The directors of the Midland (Canada) Railway Company, elected on the 19th inst., are: G. A. Cox, Peterboro; Lewis Ross, Port Hope; J. R. Dundas, Lindsay; R. Jaffray, and H. P. Dwight, Toronto; E. J. Halsey, H. Grissell and W. R. Bucke, London, Eng. Mr George A. Cox was re-elected President and Managing Director.

At the annual meeting of the Valley Railroad Company, held at Cleveland, Ohio, on the 20th inst., Henry B. Payne, H. M. Flagler and Lewis V. Backins were re-elected directors for three years. The board reorganized, re-electing J. H. Wade president, S. T. Everett vice-president and treasurer, W. P. Porter secretary and auditor, and Sam Briggs superintendent.

The Secretary of State of Illinois has authorized Charles F. Neetling, Alonzo S. Wilderman, Frederick H. Pieper and Benjamin J. West, Jr., to organize the Bellville Mining, Milling and Smelting Company of Bellville with a capital of \$200,000. Also, Benjamin W. Goodhue, Wm. A. Baldwin and Albert Larrabee

to organize the Nevada Mining company and Milling company of Chicago, with a capital of \$250,000.

The Rapid Construction Company has been incorporated in Connecticut with a capital of \$1,000,000, which may be increased to \$6,000,000. Henry P. Kidder, Hugh Harrison, Francis H. Peabody, Pliny Jewell, Elisha S. Converse, Thomas Wallace, James D. Smith and Percy S. Bryant are the incorporators. This company will shortly offer \$2,000,000 stock for subscription at par, one-half to American Rapid Telegraph stockholders and one-half to the public.

Articles of incorporation have been filed with the Secretary of State of California of the Santa Rosa and Sonoma Railroad Company, for the purpose of constructing a broad gauge road from Santa Rosa through the Sonoma valley to Benicia, a line of fifty miles. Principal place of business, Santa Rosa. Directors—W. S. M. Wright, James B. Rue, E. T. Farman, A. A. Bean, David Burris, F. G. Hahman and George P. Noonan, of Santa Rosa. Capital stock, \$1,000,000 divided into 10,000 shares.

At a meeting of the stockholders of the Chicago and West Michigan Railway, held in Muskegon, Mich., April 21, the following directors were elected for the ensuing year: M. Thayer, H. H. Honeywell, Charles Francis Adams, jr., George Shattuck, J. Harvey, C. Merriam, F. S. Shaw and George C. Kimball. The stockholders of the White River Railroad Company at the same time chose the following: H. H. Honeywell, C. Merriam, Charles Francis Adams, jr., M. Thayer, Walter Honeywell and George C. Kimball.

The Louisville, New Albany and Corydon Railway Company, has been organized for the construction of a branch railroad from a point on the Louisville, New Albany and St. Louis Air Line to Corydon, a distance of eight miles. Stock to the amount of \$35,000, has been subscribed, and Bennett H. Young, St. John Boyle, Charles Godshaw of Louisville, George Lyman, of New Albany; S. M. Stockslager, Thomas McGrain and Samuel J. Wright have been elected directors.

Articles of incorporation have been filed in the office of the County Clerk for the establishment of the following named mining companies: The Ruby Durango Mining Company, capital stock, \$500,000, divided into 500,000 shares of \$1; trustees, George A. Evans and seven others. The Baldwin Mining and Milling Company, capital stock, \$200,000, divided into 50,000 shares of \$4 each; trustees, Nathaniel D. Putnam and four others. The Chester Mining Company, capital stock \$10,000, divided into 100 shares; trustees, George St. J. Sheffield, Henry C. Ward and David Milliker, jr.

The Carthage, Joplin and Short Creek Railway Company has been organized at Galena, Kan., with the following Board of Directors: A. A. Talmage, J. A. Hills, C. M. Hays, St. Louis; E. H. Brown, Gerard, O.; H. Picher, Joplin; W. B. Stone and D. H. Sanderson, Galena. The company was organized for the purpose of extending the Missouri Pacific from Carthage to Short Creek. The right of way and depot grounds in the towns named is all that the company asks, and as soon as the right of way is secured and guaranteed the work will be commenced.

The Austin and Northwestern (Texas) Railroad Company has been organized by the election of the following board of directors: Jos. A. Rhomberg, J. K. Graves, S. T. Walker, all of Dubuque, Ia.; H. W. McNeill, of Osceola, Ia.; Dr. M. A. Taylor, B. Bertram, Leander Brown, Francis B. Forster, of Austin; W. S. Westfoot, of Burnett. The managing directors are: Joseph A. Rhomberg, President; Dr. M. A. Taylor, Austin, Vice-President, and Francis B. For-

ster, of Forster & Co., bankers, Austin, Secretary and Treasurer. The projected road is to run from Austin to Burnett and San Saba in a northwestern direction to Abilene, Taylor County, where it will intersect the Texas and Pacific road, with a branch of about one hundred miles from Burnett through Llano, Mason, Menard, Concho, and Tom Green, to a point of intersection with the Texas and Pacific in Howard County, Tex., in all about four hundred miles.

At the annual meeting of the stockholders of the Atchison, Topeka and Santa Fe Railroad Company, held in Topeka, Kansas, on the 22d inst., the following directors for the ensuing year were elected: T. J. Coolidge, J. T. Burr, Alden Shear, B. C. Cheney, L. S. Thorndike, C. J. Paine, G. A. Gardner, C. W. Price, W. Powell Mason, of Boston; S. A. Kent, of Chicago; C. K. Holliday, B. F. Stringfellow, and L. Lenory, of Kansas. Subsequently the following officers were elected: T. J. Coolidge, President; W. B. Strong, Vice-President and General Manager; L. S. Thorndike, Controller; E. Wilder, Secretary and Treasurer; G. L. Goodwin, Assistant Secretary and Treasurer; J. P. Whitehead, Auditor. The company is now operating more than 2,500 miles of railroad in Kansas, Colorado, and New Mexico, valued at \$35,000,000. During the past year it has constructed over 400 miles of new road, bought \$1,500,000 worth of rolling stock, and expended \$500,000 in improving the lines already built.

Interest and Dividends.

The Iowa Railroad Land Company has declared a dividend of \$1 50 per share, payable May 2.

The Panama Railroad Company has declared a quarterly dividend of 5 per cent, payable May 2.

The Concord Railroad Corporation has declared a semi-annual dividend of 5 per cent, payable May 2.

The Wabash, St. Louis and Pacific Railway Company has declared a quarterly dividend of 1½ per cent on the preferred stock, payable May 10.

The Manchester and Lawrence Railroad Company has declared a semi-annual dividend of \$5 per share, payable on the 2d of May.

The Boston and Maine Railroad Company has declared a semi-annual dividend of \$4 per share, payable on the 16th of May.

The Boston and Providence Railroad Company has declared a semi-annual dividend of \$4 per share, payable April 30.

The Lynn and Boston Horse Railroad Company has declared a semi-annual dividend of \$4 per share, payable on the 2d of May.

The Calumet and Hecla Mining Company has declared a quarterly dividend of \$5 per share, payable on the 16th of May.

The Duncannon Mining Company has declared its regular monthly dividend of 7½ cents per share, payable May 2.

The Cedar Rapids and Missouri River Railroad Company will pay a dividend of \$1 per share on the common stock May 2.

The Railway Equipment Trust of Pennsylvania has declared a quarterly dividend of 2 per cent, on Series A stock; and the Car Trust of Pennsylvania a quarterly dividend of 1½ per cent, on Series A and B stock, both payable on the 2d of May.

The Baltimore and Ohio Railroad Company has declared a semi-annual dividend of 5 per cent on the capital stock of the Main Stem payable on and after the 16th of May; also a semi-annual dividend of 5 per cent on the stock of the Washington Branch Railroad, payable on and after the 16th of April.

The Atchison, Topeka and Santa Fe Railroad Company has declared a quarterly dividend of 2 per cent, payable at the office of the company in Boston, and at the National Bank of Commerce in New York on the 16th inst. to stockholders of record on the 4th inst.

The directors of the East Tennessee, Virginia and Georgia Railroad have declared a dividend 3 per cent on \$5,000,000. Hitherto the 3 per cent has been declared upon \$2,000,000 only. This latter dividend will then be 60 per cent larger than the usual semi-annual dividend. They also ordered a sale of 320 shares of "increase of capital stock," and 939 shares of "capital stock."

Personal.

Col. Thomas A. Scott is said to be improving in health. He intends to spend the summer at Newport.

H. C. Lowrie is to be Chief Engineer of the proposed Denver and New Orleans Railroad.

O. P. Carty has been appointed Assistant General Ticket Agent of the Union Pacific Railway.

Mr. and Mrs. John S. Kennedy, of this city, went to Montreal last week. Mr. Kennedy is a member of the Canada Pacific Syndicate.

Mr. Venner, the famous weather prophet, has resigned from the Canadian geological survey and will open a mining exchange in Montreal.

Mr. John W. Garrett, President of the Baltimore and Ohio Railroad Company, is expected to sail from Liverpool to New York May 19.

J. N. Du Barry has been elected President of the Philadelphia and Erie Railway Co. to fill the vacancy caused by the death of Gen. Robert Thompson.

Whitlaw Reid, editor of the Tribune, was married last Monday evening to Miss Elizabeth Mills, daughter of D. O. Mills, of this city.

W. Weatherston formerly of the Toronto, Grey and Bruce Railway Co. succeeds T. S. Dettor as General Superintendent of the Grand Trunk Railway of Canada.

Levi P. Morton, it is said, does not intend to go to Paris until after July 1, Minister Noyes having signified his willingness to remain until relieved by his successor.

The departure of Wm. H. Vanderbilt on a short visit to England is announced for to-day, Saturday. He sails on the Germanic and may return on the same steamer.

Harvey Seymour a prominent citizen of Hartford, Conn., recently deceased, was one of the first men in that city to do a brokerage business in railroad stocks and bonds. He died after a short illness aged 84 years.

M. Leon Chateau, the French advocate of free trade, recently arrived in this city from Paris, is interested in a new company organized in Paris for the importation of American live stock. The company's capital is stated to be 20,000,000 francs.

C. V. Hammond is reported to have been engaged to assist in establishing the right of way for the Baltimore and Ohio's new line between Baltimore and Philadelphia. Mr. Hammond was formerly connected with the Chesapeake and Ohio Canal.

J. C. Rayn has been appointed Superintendent of the Western and Springfield Divisions of the New York and New England Railroad, succeeding J. T. McManus, resigned. Mr. Rayn's former position as Engineer of roads, bridges and buildings, on the same road, is taken by F. L. Hills.

Prof. O. J. Schmitz an eminent geologist has been employed by the Louisville and Nashville Railroad

Company, to examine the mineral lands of Alabama. The results thus far obtained are said to be very gratifying, developing the fact that at many places on the Louisville and Nashville Railroad where it never was expected, magnetic and other kinds of iron ore exist in large quantities.

Mr. Peck, the inventor of the patent railroad "chair" now quite extensively used, had the idea of the utility of such an invention thrust upon him quite forcibly by an experience when conductor on a street car line in Boston a few years ago. An end of a rail flew up one day and so aggravated him by its interruption of his trip, that he resigned his position at once and set about inventing something to remedy the evil.

The venerable Peter Cooper whose interest in public matters does not wane in the advanced years of his useful life is reported as declaring that the proposed world's fair enterprise shall not fail, even if he has to go to the rescue with his own money. Mr. Cooper is further quoted as saying that it would "be a great disgrace, not only to the city of New York, but to every business man in America, if the affair should prove a failure."

J. W. Romaine has been appointed assistant emigrant agent for the New York, Lake Erie and Western Railroad. Mr. Romaine has for a long time occupied a responsible position in the office of J. N. Abbott, General Passenger Agent, in connection with which he is widely and favorably known among the traveling public, and his new duties embody a still greater responsibility, especially at this time when the tide of immigration is flowing in upon our shores with such force as to make its distribution one of the most important features of transportation from New York westward. In assuming his new duties Mr. Romaine does not relinquish his old position, but for the present the former requires a large part of his time and attention.

Railroad Earnings.

The earnings of the Denver and Rio Grande Railway for the 3d week of April, were \$104,104; as compared with \$36,800, for corresponding week last year; miles now operated 551, operated last year 337.

The earnings of the Grand Trunk Railway for week ending April 16, were \$221,116; corresponding week last year, \$196,418.

The earnings of the Chicago and Grand Trunk Railway for week ending April 16, were \$33,502; corresponding week last year, \$21,173.

The earnings of the Flint and Pere Marquette Railroad for week ending April 21, were \$39,748 95; corresponding week last year, \$30,697 85.

The earnings of the St. Paul, Minneapolis and Manitoba Railway for week ending April 21, were \$98,035 94; corresponding week last year \$83,278 66.

St. Lawrence Tunnel.

The official report of Mr. Shanly, on the St. Lawrence Tunnel, which was forwarded to the Quebec Government last week, states that the material through which the tunnel will be carried is composed of Utica shale rock, which is easily worked and presents no engineering difficulties so far as can be ascertained at present. The total length of the tunnel and approaches, for which two lines have been surveyed, will be about 13,000 feet. The breadth of the tunnel will be twenty-six feet and the height 23 feet. A double track will be constructed the whole length of the tunnel. The cost is estimated at \$3,850,000 on one survey and \$4,170,000 on the other. Mr. Shanly expects, however, to reduce the cost by further

examinations on the approaches of these lines, and the examinations are now going on. The estimates of cost are made to provide for work of the highest character of excellence in all parts of the undertaking. Should no unforeseen obstacles be met with, the completion of the tunnel may fairly be counted on within three years from the date of commencement.

During the coming summer the gauge of the Toronto, Grey and Bruce Railway will be widened to the standard gauge and laid with steel rails throughout, the necessary bonds having been issued, and 12,000 tons of steel rails purchased in England for that purpose. Contracts have been let for the work of preparation for the change of gauge, such as making the necessary reduction of grades and curves, and cutting down embankments, etc. As soon as the road is placed in good working order it will be handed over to the Grand Trunk Railway Co., with whom negotiations have been completed for the working of the line for a period of twenty years.

A meeting of the second mortgage bondholders of the Petersburg Railroad Company is to be held in Richmond on 3d May next. The bonded debt of the company consists of \$500,000 first and \$500,000 second mortgage 8 per cents, upon both of which the company is in default. It is understood that arrangements will be made to redeem the road by the payment of the back interest on the first mortgage bonds, and a reorganization be brought about without the intervention of foreclosure proceedings.

The St. Louis Republican says that track laying on the Laclede and Creve Cœur railroad from Laclede station to Creve Cœur lake, a distance of 12 miles, was completed last week. The road will be completed by the middle of next month. Already two boat clubs are building boat houses at the lake, which promises to be a great resort.

The Ohio Central Railroad, which is now completed to Toledo, a distance of 225 miles, will intersect with the proposed branch to Youngstown, to be constructed in order to unite the Wabash system and the Central railroad of New Jersey. The railroad company and the coal company are now consolidated.

The United States Circuit Court, Philadelphia, on the 21st inst., issued the decree and injunction in accordance with its decision of the previous day, published elsewhere, prohibiting the issue of the deferred income bonds.

Robert F. Fairlie, of London, England, has filed a complaint against the Manhattan Elevated Railway Company for infringement of his patent for rounded platforms and traction cars, laying his damages at \$250,000.

Presque Isle, Maine, has voted \$10,000 bonus to have the New Brunswick Railway extended to that place from Caribou in the same State.

The name of the Minnesota Northern Railroad has been changed to "Northern Pacific, Fergus and Black Hills Railroad."

Trains over the Boston, Winthrop and Polar Shirley Railroad commenced running on the 25th inst. to Winthrop Beach and Ocean Spray.

Proposed National Convention of State Railroad Commissioners.

By an act of the legislature of Alabama creating a board of railroad commissioners of that state a provision of the act required the commissioners to consult with the railroad commissioners of other states "by convention or otherwise" on matters regarding interstate commerce. The railroad commissioners of Missouri have been consulted and were the first to agree to holding a convention off-hand. There are twenty-one states which have railroad commissioners, and it is probable nearly all will favor the project of holding a national convention. It has been agreed to hold the proposed convention some time in June, and the place to be selected will probably be Louisville, Ky. This will be the fourth convention held by the railroad commissioners of the different states. The other three conventions were held at the instance of the Missouri commissioners, who took a leading part in the action of said conventions.

Col. G. C. Pratt of the present board of commissioners of Missouri, yesterday sent to the Alabama commissioners copies of the proceedings of the former conventions so that they can see what has already been done in that connection. Col. Pratt says that it is likely they will get some business prepared for the convention before it meets. [St. Louis Rep. Apl. 23.]

Philadelphia and Reading Railroad Deferred Income Bonds.

In the United States Circuit Court, Philadelphia, on the 21st inst., Judge McKennan delivered an opinion in the matter of the bill of the Messrs. McCalmont against the Philadelphia and Reading Railroad Company. He said:

The present proceeding is two fold; first, to obtain a rescission of an order made November 18th, 1880, by one of the Judges of this Court, at Chambers, touching the issue by the Philadelphia and Reading Railroad Company of \$34,000,000 of "deferred bonds;" and second, to enjoin the issue of such bonds. Whatever may be the literal import of the order of November 18, 1880, only the significance and effect of an order by consent can be given to it. The petition for it was referred to one of the Masters in the cause. His report was favorable. All classes of interest supposed to be affected by it were apparently represented and concurring, and it was, therefore, made without argument, and as of course. When it was afterwards challenged by the complainants here, the circumstances under which it was made were fully explained, and its phraseology was so changed as to exclude any inference of authoritative sanction on the plan referred to. The petition for the revocation of the order must then stand upon the same footing as to merit with the motion for the injunctions.

The deferred bond plan is challenged for the vital reason that the corporation is legally incompetent to institute it. It is notably peculiar in its features. It is a proposition by the corporation that the stock and bondholders shall subscribe and pay ratably over \$10,000,000, to be used in extinguishing the floating debt of the corporation; that to each subscriber shall be issued a writing, the form of which is yet undetermined, entitling him to receive 6 per cent on the sum of \$50 for each \$15 paid by him out of the net earnings of the corporation after paying all fixed charges and a dividend of 6 per cent upon the common shares, and that for further interest these subscriptions will rank pari passu with the common shares.

In considering the legality of the scheme, the Judge said:

Whatever power the defendant has in the premises can only be found in its general authority to borrow money. Neither in the charter of the defendant nor in the special act which authorizes it to sell bonds which it may issue below par is anything contained to legalize the contested propo-

sition, unless it can be put on the footing of a loan. Has it, then, this character? I think, plainly not. It does not propose to create the relation of debtor and creditor between the defendants and the subscribers. The money obtained by the defendant could not be regarded as borrowed, because that implies reimbursement, and it is not demandable by the subscribers or payable by the defendant. It has not the essential and distinguishing qualities of a loan. It contemplates a stipulation that the subscribers, in consideration of the sums paid (not lent) by them, shall be entitled to receive, in a remote and uncertain contingency, a portion of the defendant's earnings, to be measured by a certain rate per cent upon three times the sums paid by them, and after that shall participate with the common shareholders in the division of the residuary earnings. By what allowable definition of a loan or borrowing such a transaction can be embraced I am at loss to conceive, nor will the fact that it is to be evidenced by the sealed writing of the defendant change its inherent character and bring it within the range of a power to which it is not otherwise referable.

The Judge further said that—

Authority to raise money by borrowing does not imply the use of another and a different method of raising it, however well adapted to the end it may be. Even in the prospectus issued by the President of the defendant, the proposed issue of "deferred bonds" is not in any aspect treated as a loan, and the system is correctly stated to be "new in the United States, and to have been frequently adopted in Great Britain with great benefit to the companies and to subscribers," but we know that in Great Britain that system is expressly authorized by statute, and hence it may be assumed that such legislation was deemed necessary to legalize a resort to it. Is not this suggestive of the inference that, although it has been found to be of great benefit in Great Britain, it is "new" in this country, because it has been regarded as without necessary legislative authorization? I am therefore of opinion that the issue of "deferred bonds," as proposed, is without warrant of law, and that the order of November 18, 1880, ought to be revoked and a preliminary injunction granted, and it is so ordered.

Judge Butler read an opinion, in which he fully concurred in the views expressed by Judge McKennan and in the conclusion to which he had arrived. In relation to the irredeemable character of the bond Judge Butler said:

There is no such thing known to commerce or transactions in money as an irredeemable loan in the sense here involved. Governments have issued obligations without provision or stipulation for repayment of the principal borrowed; but such obligations are redeemable at pleasure. Running, however, for an indefinite time, with no power in the holder to exact payment, they have come to be regarded as irredeemable, and an investment in them is, therefore, treated and described, not as a loan, but as the purchase of any annuity or stock. Aside, however, from the abstract considerations involved in defining the term borrow or loan, the corporate powers of the defendants to borrow money must be held to apply only to such methods of borrowing as fall within the ordinary sense of the term—as understood by the community and illustrated in commercial transactions. Applying this test to the proposition here under consideration, it becomes plain that the transaction contemplated is not a loan. The certificate proposed to be issued would vest in the owner a joint interest with the common stockholder in the capital or property of the corporation—an interest purchased with his money, the earnings of which would be paid to him in dividends.

In conclusion, Judge Butler said:

That the defendants have no authority to issue stock for the purposes involved in the scheme under consideration is not only clear on examina-

tion of the charter and subsequent statutes relating to the subject, but is fully conceded by their counsel. The proposed mortgage for \$150,000,000 being liable to the same objection, as respects a part of the bonds proposed to be secured thereby, no further reference to it is necessary.

Metallic Cars.

It is a common remark, even among railroad men, that iron or steel cars will some time or other come into general use, for the reasons that timber is getting scarce and more expensive, and that iron is already extensively used for truck frames and body bolsters. But the question of iron body construction does not depend upon the way in which trucks are built. The two are essentially unlike, and are subject to different conditions. It does not necessarily follow that because iron makes a good axle or crowbar, it will also make an equally good flagstaff or ax handle. Railroad cars, as compared with stationary structures, are subject to peculiar conditions inseparable from the uses they perform. These are rapid movement, a minimum of weight, liability to violent concussion, and the necessity of being easily and readily repaired. With respect to these, wood has the advantage over iron at the start. It is lighter, more compressible, will resist shocks better, and, in case of breakage, repairs can be made with less difficulty. Iron, it is true, will not splinter nor burn; a car made of it may not weigh more than a wooden one of the same size and capacity; it may last longer, resist shocks quite as well if rightly constructed, be worth more as scrap when worn out, and be repaired with less difficulty than is generally supposed. These arguments, however, amount to little so long as they are not sustained by a record of performance.

It would be no very difficult thing, as it strikes us, to make a model passenger car body entirely of iron or steel—frame, panels, roof, flooring, and seat frames, with no inside wood finish even. It could be beautifully ornamented inside and out with paint and varnish, and made to look very light, cheerful, and attractive. It would make a few beautiful "runs" and after a few rose-colored local notices in the papers would be lost sight of and forgotten, and the roads would go on ordering new wooden cars as before, without the least regard to the wonders performed by the model car in the way of somersaults down embankments, with no roasting or scalding of passengers as an accompaniment.

One great obstacle in the way of iron body construction is the fact that it can not be carried on without special shops, machinery, tools, and workmen. A new and distinct department would be necessary upon every road using, repairing, or building such cars. Machinery and tools for the purpose would have to be perfected by degrees, according to the methods of construction that experience should prove to be best. Wood working machinery, on the other hand, is already perfect, or nearly so, and car builders know just what kinds to put into a shop.

Another obstacle is the tendency to make iron construction conform to that of wood, when the difference in the two materials seems to require that the construction should also be essentially different for each. Our freight cars are designed almost exactly upon the same principles as our passenger cars, and with special reference to wood construction. It is manifest, however, that if iron cars are ever to be a success, the material must be used constructively as iron, and without reference to the peculiarities of wood construction. The

design for a model iron passenger car that would really be a model for imitation would involve such a wide departure from present practice in order to meet the requirements of the new material that a first attempt could hardly be a success except by a miracle.—National Car Builder.

Sawdust Car Wheels.

The possibilities of sawdust are enthusiastically set forth by a lumber journal as follows: We have been shown a model of a car wheel consisting of an iron rim of seven inches outward diameter by one-half inch thick, fitted with a well proportioned hub, the space between the hub and rim filled with pine sawdust, pressed in so solidly that we are ready to believe the assertion that resting the iron rim upon bearings, a pressure equal to twenty-three tons applied to the hub failed to develop any signs of weakness. We hesitate, in these days of progress, to assert that anything is impossible, and we begin to think that even sawdust possesses elements of value hitherto unsuspected, and that the day may come when the filled grounds adjacent to all saw mills may be seen to have a great value in the mechanical development and utilization of the now useless debris placed upon them to get it out of the way. Sawdust car wheels, sawdust brick, sawdust fence posts, railroad ties, and even sawdust window and door frames, wainscoting and moldings, begin to appear among the possibilities of the immediate future.

The Coal Trade.

The leading coal carrying companies make the following reports of their tonnage for the week ending April 16, and for the year to the same date, compared with their respective amounts carried to the same time last year:

	Week.	1881.	1880.
Reading Railroad...	125,299	2,421,568	2,442,678
Schuylkill Canal....	5,751	23,330	70,540
Lehigh Valley.....	87,273	1,859,230	1,631,144
Del., Lack. & Western.	59,738	1,104,809	973,317
Shamokin Valley.....	18,660	277,548	227,745
Central New Jersey.	63,543	1,056,778	896,575
United R. R. of New			
Jersey.....	27,234	429,100	297,849
Pennsylvania Coal..	21,550	293,616	245,722
Delaware and Hudson	41,874	960,525	915,413
Huntingdon & Broad			
Top Mt.....	7,411	133,903	132,153
Penn. and New York.	27,283	477,120	420,322
Clearfield, Pa.....	58,485	632,247	356,581

The total tonnage of anthracite coal from all the regions for the week ending April 16, as reported by the several carrying companies, amounted to 416,070 tons, against 593,810 tons in the corresponding week last year, a decrease of 177,540 tons. The total amount of anthracite mined for the year is 6,886,392 tons, against 6,078,425 tons for the same period last year, an increase of 812,967 tons. The quantity of bituminous coal sent to market for the week amounted to 112,876 tons, against 85,584 tons in corresponding week last year, an increase of 27,292 tons. The total amount of bituminous mined for the year is 1,294,246 tons, against 1,016,656 tons for the corresponding period last year an increase of 277,590 tons. The total tonnage of all kinds of coal for the week is 528,946 tons, against 679,194 tons in corresponding week last year, a decrease of 150,248 tons, and the total tonnage for the coal year is 8,180,638 tons, against 7,090,081 tons to same date last year, an increase of 1,090,557 tons. The quantity of coal and coke carried over the Pennsylvania Railroad for the week ending April 16 was 179,319 tons, of which 128,071 tons were coal and 51,248 tons coke. The total tonnage for the year thus far has been 2,581,022 tons, of which 1,855,224 tons were coal and 725,798

coke. These figures embrace all the coal and coke carried over the road, east and west. The shipments of bituminous coal from the mines of the Cumberland coal region for the week ended April 16 were 42,062 tons, and for the year to that date 474,415 tons, a decrease of 2,764 tons as compared with the corresponding period last year. The coal was carried as follows: Baltimore and Ohio Railroad—week 29,321 tons; year, 397,938 tons; decrease as compared with 1880, 778 tons. Chesapeake and Ohio Canal—week, 11,738 tons; year, 24,417 tons; increase as compared with 1880, 3,226 tons. Pennsylvania Railroad—week, 1,012 tons; year, 51,760 tons; decrease as compared with 1880, 5,212 tons. The Reading Railroad coal shipments for last week, ending April 23, were 123,500 tons, of which 26,100 tons were sent to Port Richmond and 29,300 tons shipped thence, and 9,125 tons were sent to Elizabethport and 10,860 tons shipped thence.—[Phila. Ledger, April 25.]

Important Patent Case Decision.

The case of Reed Peck, administrator, etc., plaintiff in error, vs. T. D. Collins, was recently decided by the United States Supreme Court. The questions presented by this case are:

First, whether a patent surrendered by the patentee in order to obtain a reissue becomes cancelled upon the refusal of the commissioner to grant a reissue; and,

Second, whether a person who enters into a contract while the application for the reissue of a patent is pending to buy that patent or a part of it when it shall be "reissued or returned" can be held to his contract after the application for a reissue has been denied.

This court holds, first, that as the law stood prior to July 8, 1870, a patent surrendered in order to obtain a reissue was in legal effect cancelled, and if the application for a reissue were denied the patentee was in the same situation that he would have been in had his original application for a patent been rejected. The surrender of a patent was an abandonment of it, and the applicant for a reissue took upon himself the risk of getting such reissue or losing all. [Moffitt vs. Garr, 1 Black, 273.] Hence a patent once surrendered could no more serve afterward as a foundation for the assertion of a right than could an act of Congress which had been repealed.

Second, a person who has contracted to buy the whole or part of a patent "upon its reissue or return" cannot be held to that contract when the application for a reissue has been denied, and the patent if returned is cancelled and void. The word "return" is to be construed to mean return with the same validity which it had when sent. A surrendered patent under the law as it existed prior to 1870 could not be so returned, and the contract therefore cannot be enforced. Since the surrender of the patent in the case in question the patent laws have undergone a general revision, and a new clause has been introduced, declaring that the surrender shall take effect upon the issue of the amended patent (Revised Statutes, section 4916).

What may be the effect of this provision in cases where a reissue is refused, it is not necessary now to decide. Possibly it may be to enable the applicant to have a return of his original patent, if a reissue is refused on some formal or other ground which does not affect his original claim. But if his title to the invention is disputed

and adjudged against him, it would still seem that the effect of such a decision would be as fatal to his original patent as to his right to a reissue. The judgment of the court below is affirmed with costs.

The Prosperity of the South.

Every well-wisher for the prosperity of the South will be pleased to learn of the rapidly growing industries, especially in the States of Virginia, North Carolina, and Georgia. The multiplication of spindles in the cotton mills of the latter State amounts to a marvel, and the development of her mineral wealth is enough to make a Leadville mine green with envy. For several years past one old miner has been working inside a fence twenty feet high, by which he fends off the inquisitive; this mine is a perfect bonanza to him; its product is a valuable mineral, out of which is taken every quality of stone, from the common emery to the more expensive purple amethyst, the red sapphire, and more highly prized blue variety. This mine almost exclusively supplies the home demand. Coming to North Carolina, in addition to gold, silver, copper, iron and coal mines, the three former yielding greater percentages to the ton than Colorado can boast, there are found mica mines of fabulous value; the owner of one of these boasts of a standing order on his books, from a stove firm in the State of New York, for \$50,000 worth of that article. The busy hum of the spindle is heard all over western North Carolina, while men from the Eastern States are pouring in with their various industrial enterprises. The Pennsylvania capitalist is starting blast furnaces in close proximity to navigable streams, and narrow gauge railroads are building to convey the ore, coal and lumber to points accessible by water. Old Virginia, beloved by all for her past gifts to the Union, and the world of Christian statesmen and patriots, is opening up her treasures and bidding the enterprising, law abiding mechanic, and capitalist, enter, develop and enjoy. The questions which have agitated the South and North in years gone by will gradually melt away and disappear before the march of improvement and progress which seems to be setting in that direction of the South, and a bond of union cemented by industry will spring up, which will make us indeed a prosperous and powerful nation.—[St. Louis Republican.]

The charter of the Milford and Bay Shore Railway Company, purchased on the 19th inst. by the Pennsylvania Railroad Company, is extremely liberal in its provisions, allowing a road to be built starting anywhere near Milford, Del., and proceeding towards Wilmington, taking in on its route Frederica, Magnolia and a number of other towns, and provides for co-operation, if desired, with such companies in Maryland and Pennsylvania as are or may be incorporated. Among the incorporators named in the original charter are Gov. Hall, Frederica; Harbeson Hickman, Lewes; Wm. M. Shakespeare, Dover; John M. Voshell, Smyrna.

The completion of the extension of the Scioto Valley Railroad to a connection with the Chesapeake and Ohio Railway was to have been celebrated in a becoming manner by a grand banquet at Ironton, Ohio, on the 29th inst.

The iron steamer Cepheus, for the Iron Steamboat Company, of New York, was launched at Roach's yard, in Chester, Penna., on the 16th inst.

AMERICAN RAILROAD BOND LIST.

Asterisk (*) affixed to rate of Interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Alabama Central:							Boston, Clin., Fitchb. & N. Bed:						
1st Mortgage.....	1,000,000	6	Jan. & July.	New York.	1918	....	1st Mortgage (Agricultural Br.)	400,000	6	Jan. & July.	Boston.	1884	....
Alabama Great Southern:							1st Mortgage.....	847,800	7	"	"	1889	....
1st Mortgage, 1878.....	1,050,000	6	Jan. & July.	New York.	1908	....	2d Mortgage.....	252,000	7	"	"	1890	....
Receiver's Certif. of Ala. & Chat.	800,000	5	"	"	1882	....	Consolidation Bonds.....	828,000	7	June & Dec.	"	1898	....
Albany and Susquehanna:							Equipment Notes.....	870,000	6	Apr. and Oct.	"	'81-'88	....
1st Mortgage, 1883.....	1,000,000	7	Jan. & July.	New York.	1888	....	Bonds guar. by lease to O. Col.	1,500,000	5	Jan. & July.	"	1910	....
2d Mortgage, 1885.....	1,987,000	7	April & Oct.	"	1885	....	Boston, Concord and Montreal:						
Albany Loan.....	983,000	6	May & Nov.	"	'95-'97	....	Sinking Fund Mortgage.....	624,000	6	Jan. & July.	Boston.	1889	....
Consol. M. (guar. by D. & H. Co.)	2,820,000	7	April & Oct.	"	1906	....	Consol. Mortgage for \$2,000,000.	1,874,500	6 1/2	Apr. and Oct.	"	1893	....
Alexandra and Fredericksburg:							Boston and Lowell:						
1st Mortgage, 1889.....	1,000,000	7	June & Dec.	Philadelphia.	1896	....	Bonds of 1872.....	999,500	7	Apr. and Oct.	Boston.	1892	....
Allegheny Valley:							Bonds of 1875.....	600,000	7	Mar. and Sept.	"	1896	....
General Mortgage, 1866.....	4,000,000	7 1/2	Jan. & July.	New York.	1896	....	Bonds of 1876.....	750,000	6	Jan. and July.	"	1896	....
Special Mortgage to Penn., 1870	3,000,000	5	January.	Harrisburg.	....	....	Bonds of 1879.....	620,000	5	"	"	1899	....
1st M., E. Ext., guar. by Pa. R.R.	10,000,000	7	April & Oct.	Phil. or Lond.	1910	....	Boston and Maine:						
Fund. Inc. 3d Lien (traf. guar.)	6,986,900	7	"	Pittsburg.	1894	....	Bonds of 1893 (coup. and reg.)	8,500,000	7	Jan. and July.	Boston.	'93-'94	....
Alliance and Lake Erie:							Boston and New York Air Line:						
1st Mortgage S. F., 1878.....	150,000	7 1/2	April & Oct.	New York.	1893	....	1st mortgage.....	500,000	7	Feb. and Aug.	New York.	1895	....
Ashtabula and Pittsburg:							Boston and Providence:						
1st Mortgage, 1878.....	1,500,000	6	Feb. & Aug.	Philadelphia.	1908	....	Bonds to purchase P. W. & B. R. d.	500,000	7	Jan. and July.	Boston.	1893	....
Atchison, Colorado and Pacific:							Brooklyn Elevated:						
1st Mortgage, guar.....	16,000pm	6	F. M. A. & N.	New York.	1906	....	1st Mortgage for \$1,500,000.....	1,203,000	6 1/2	Mar. and Sept.	New York.	1917	....
Atchison, Topeka and Santa Fe:							Buffalo, Bradford and Pittsburg:						
1st Mortgage gold, 1889.....	7,041,000	7 1/2	Jan. & July.	Boston.	1899	....	General Mortgage.....	580,000	7	Jan. and July.	New York.	1896	....
Land Grant Mortgage gold, 1870	3,110,400	7 1/2	April & Oct.	"	1900	....	Buffalo and Erie (L. S. & M. S.):						
Consolidated Bonds (gold).....	278,530	7 1/2	"	"	1903	....	Mort. bonds, assumed.....	200,000	7	Jan. and July.	New York.	1882	....
Construction Notes.....	78,000	7	Jan. & July.	"	1884	....	Mort. bonds, ".....	300,000	7	March & Sept.	"	1886	....
Land Income Bonds, 1878.....	480,000	8	"	"	'83-'88	....	Mort. bonds, ".....	2,884,000	7	Apr. and Oct.	"	1898	....
Bonds for Stocks purchased 1880	1,186,000	5	April & Oct.	"	1909	....	Buffalo, New York and Erie:						
Wichita and South western—							1st Mortgage.....	2,380,000	7	June & Dec.	New York.	1916	....
1st Mortgage, guar.....	412,000	7 1/2	Jan. & July.	Boston.	1902	....	Buffalo, New York & Phila.:						
Pueblo and Arkansas Valley—							1st Mortgage.....	3,000,000	6 1/2	Jan. and July.	New York.	1898	....
1st Mortgage, gold.....	1,833,000	7 1/2	Jan. & July.	Boston.	1905	....	2d Mortgage for \$1,000,000.....	546,500	7 1/2	M. J. S. & D.	Buffalo.	1908	....
1st Mortgage, gold, guar.....	1,942,200	7 1/2	"	"	1906	....	Burlington, Cedar Rapids & Nor.						
Kansas City, Top. & Western—							1st Mortgage.....	6,500,000	5	June & Dec.	New York.	1906	....
1st Mortgage, gold.....	854,000	7 1/2	Jan. & July.	Boston.	1905	....	Burl. and Mo. River (C., B. & Q.):						
Income Bonds.....	200,000	....	"	"	....	....	Land and R. R. Mortgage.....	4,621,250	7	April & Oct.	N. Y. & Bost.	1893	....
Pleasant Hill and De Soto—							Stock (common) Bonds.....	279,000	8	Jan. & July.	"	1894	....
1st Mortgage, gold.....	120,000	7 1/2	April & Oct.	Boston.	1907	....	Stock (common) Bonds.....	370,500	8	"	"	1899	....
Florence, El Colorado & West—							Bur. & Mo. R. in Neb. (C. B. & Q.):						
1st Mortgage, gold.....	310,000	7 1/2	April & Oct.	Boston.	1907	....	Bonds convertible until 1892.....	600,000	8	Jan. and July.	Boston.	1883	....
New Mexico and So. Pacific—							Consol. Mortgage for \$14,000,000	7,605,000	6	"	"	1913	....
1st Mortgage, gold.....	5,610,000	7 1/2	"	"	1908	....	Burlington and Southwestern:						
Atlanta and Charlotte Air Line:							1st Mortgage (\$20,000 per mile).	1,800,000	8	May & Nov.	Boston.	1895	....
1st Mortgage (registered).....	500,000	7	April & Oct.	New York.	1897	....	1st Mortgage (Linneus Branch).	1,600,000	7	"	"	1892	....
1st Mortgage preferred.....	4,250,000	7	Jan. & July.	"	1907	....	Cairo, Ark. & T. (St. L., I. M. & S.):						
Atlantic, Miss. and Ohio:							1st Mort., gold (Coup. or Reg.)	1,450,000	7 1/2	June and Dec.	New York.	1897	....
1st Mort. consol. for \$15,000,000	5,470,000	7 1/2	April & Oct.	New York.	1901	....	Cairo & Fulton (St. L., I. M. & S.):						
2d Mort. to State (no int. till '80).	4,000,000	....	"	"	....	....	1st Mort. (R. R. and Land).....	7,948,000	7 1/2	Jan. & July.	New York.	1891	....
Norfolk and Petersburg:							Cairo and St. Louis:						
1st Mortgage, extended.....	206,000	8	Jan. & July.	New York.	1887	....	1st Mortgage.....	2,500,000	7	April & Oct.	N. Y. & Lond.	1901	....
1st Mortgage, extended.....	157,000	7	"	"	1887	....	California Pacific:						
2d Mortgage.....	458,000	8	"	"	1893	....	1st Mortgage, gold.....	2,250,000	7 1/2	Jan. & July.	New York.	1889	....
South Side—							2d Mortgage, end. by Cen. Pac.	1,600,000	6 1/2	"	"	1891	....
1st preferred bonds.....	684,000	8	Jan. & July.	New York.	'84-'90	....	3d Mortgage, guar. by Cen. Pac.	2,000,000	6	"	"	1905	....
2d preferred bonds.....	621,000	6	"	"	'84-'90	....	3d Mortgage, guar. by Cen. Pac.	1,000,000	8	"	"	1905	....
3d preferred bonds.....	452,500	6	"	"	'96-'00	....	Camden & Amboy (U. S. Cos. of N. J.)						
Virginia and Tennessee—							Loan of 1883.....	1,700,000	6	Feb. and Aug.	Philadelphia.	1883	....
Enlarged Mortgage.....	990,000	6	Jan. & July.	New York.	1884	....	Loan of 1889.....	866,000	6	June and Dec.	Princeton.	1889	....
4th Mortgage.....	969,000	8	"	"	1900	....	Mortgage Loan of 1889.....	5,000,000	6	May & Nov.	Philadelphia.	1889	....
Registered Certificates.....	84,000	8	"	"	1875	....	Camden and Atlantic:						
Funded Int. est.....	226,900	8	"	"	1880	....	1st Mortgage.....	490,000	7 1/2	Jan. & July.	Philadelphia.	1893	....
Atlantic and Pacific:							2d Mortgage.....	497,000	6	April & Oct.	"	1904	....
1st Mort. S. F. for \$25,000,000	25,000pm	6 1/2	Jan. & July.	N. Y. or Bost.	1910	....	Camden and Burlington County:						
Income Bds. non-cumulative.....	18,750pm	6	April & Oct.	"	1910	....	1st Mortgage.....	350,000	6	Feb. & Aug.	Philadelphia.	1897	....
Atlantic and St. Lawrence:							Canada Southern:						
2d Mortgage (sterling) of 1864.....	1,500,000	6 1/2	April & Oct.	London.	1881	....	New Mort., (\$14,000,000) int. gr.	13,497,311	3	Jan. & July.	New York.	1908	....
3d Mortgage (sterling) of 1871.....	715,000	6 1/2	May & Nov.	"	1881	....	Carolina Central:						
Wild Eagle Valley:							1st Mortgage.....	3,000,000	6 1/2	Jan. & July.	New York.	1923	....
General Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1910	....	2d Mortgage—Income Bonds.....	3,000,000	7	April & Oct.	"	1914	....
Baltimore and Ohio:							Catawissa:						
Loan of 1862-'65.....	1,710,000	6	April & Oct.	Baltimore.	1885	....	1st Mortgage (old).....	230,500	7	Feb. & Aug.	Philadelphia.	1882	....
Loan of 1865-'90 (Balt.) skg fd.	2,833,520	6 1/2	Jan. & July.	"	1890	....	1st Mortgage (new).....	1,300,000	7 1/2	"	"	1900	....
Loan of 1870-'96 (Balt.) skg fund.	2,882,966	6	March & Sept.	London.	1895	....	Chattell Mortgage.....	209,850	5	May & Nov.	"	'88-'90	....
Loan of 1872-1902 (Balt.) S. F.	8,507,332	6 1/2	"	"	1902	....	Cedar Falls and Minnesota:						
Loan of 1874-1910 (Balt.) S. F.	9,107,547	6 1/2	May & Nov.	"	1910	....	1st Mort. (O. F. to Waverly).....	198,000	7	April & Oct.	New York.	1884	....
Sterling Debentures.....	968,000	6 1/2	Jan. & July.	"	1881	....	1st Mort. (W. to Minn. Line).....	1,334,000	7	Jan. & July.	"	1897	....
Purchase of Conneville R. R.	800,000	6	"	Baltimore.	'81-'00	....	Jedar Rapids & Mo. Riv. (C. & N. W.):						
Ster. Loan, lien on Oht. line bds.	7,744,000	5	June & Dec.	London.	1927	....	1st Mortgage, 1861, (70 miles).....	700,000	7	Feb. & Aug.	New York.	1891	....
Parkersburg Branch Bonds.....	3,000,000	6	April & Oct.	Baltimore.	1919	....	1st Mortgage, 1863, (18 miles).....	582,000	7	"	"	1894	....
Northwestern Virginia, 3d Mort.	140,000	6	Jan. & July.	"	1885	....	1st Mortgage, 1866, (146 miles).....	2,332,000	7	May and Nov.	"	1916	....
Bonds to state of Maryland.....	866,000	6	"	"	1888	....	Central Branch Union Pacific:						
Baltimore and Potomac:							1st Mort. (Atch. & Pike's Peak).....	1,600,000	6	May & Nov.	New York.	1896	....
1st Mort. (Tunnel) gold, S. F.....	1,500,000	6 1/2	Jan. & July.	Balt. or Lond.	1911	....	2d Mortgage Govern't security.	1,600,000	6	Jan. & July.	U. S. Treas.	'04-'08	....
1st Mortgage (R. R.) gold, S. F.	3,000,000	6 1/2	April & Oct.	Philadelphia.	1911	Funded Interest Bonds.....	640,000	7 1/2	May & Nov			

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Central Pacific:							Chic. and N. Western (continued):						
1st Mort., 30 years bonds, (gold).	25,883,000	6	Jan. & July.	New York.	'96-'98	....	Consolidated Sinking Fund	5,211,000	7	F. M. A. & N.	New York.	1915	....
State Aid B'ds (Int. by State) gold	1,600,000	7	"	"	1884	....	General Consol. Gold Bonds	12,343,000	7	June & Dec.	"	1902	....
2d Mort. (Governm't Subd'y) gold	25,883,000	7	"	"	1884	....	Sinking Fund Bonds of 1879 ..	6,440,000	6-8	Apr. and Oct.	"	1923	....
1st Mort. (Western Pacific) gold	2,610,000	6	"	"	1899	....	1st Mort. ext. (Gal. & Chi. U.) ..	1,652,000	7	Feb. & Aug.	"	1882	....
Government Lien (West. Pac.)	1,970,166	6	"	"	1899	....	1st Mortgage (Chic. & Mil.) ..	1,700,000	7	Jan. and July.	"	1886	....
1st Mort. (Calif. & Oregon) gold	8,000,000	6	"	"	1899	....	1st Mortgage gr. (Iowa Midland)	1,350,000	8	April & Oct.	"	1900	....
1st Mort. (S. Fr., Okla. & Ala.) ..	687,000	6	"	"	1890	....	1st Mort. (Northwestern Union)	3,500,000	7	March & Sept.	"	1917	....
1st Mort. (San Joaquin V.D.) gold	6,050,000	6	April & Oct.	"	1900	....	1st Mort. (Minnesota Valley) ..	150,000	7	April & Oct.	"	1908	....
Land bonds (Gen. Pacific) gold.	6,580,000	6	"	"	1890	....	1st Mort. (Rock. and Nor. Mo.) ..	200,000	7	March & Sept.	"	1906	....
Income bonds/Sinking Fund ..	3,285,000	8	May & Nov.	"	1888	....	1st Mort. (Plainview Railroad) ..	100,000	7	"	"	1903	....
Central Vermont:							Winona and St. Peter—						
1st Mort., Consol. (Vt. Central).	3,000,000	7	May & Nov.	Boston.	1886	....	1st Mortgage, guar.	2,919,000	7	Jan. & July.	New York.	1887	....
2d Mort., Consol. (") ..	1,500,000	7	June & Dec.	"	1891	....	2d Mortgage, guar.	1,610,000	7	May & Nov.	"	1907	....
Equipment Mort. (") ..	1,500,000	8	May & Nov.	"	'75-'89	....	Extension Mortgage Bonds ..	4,454,000	7	June & Dec.	"	1916	....
Income and Extension Bonds ..	1,508,800	8	"	"	1902	....	Chicago, Pekin & Southwestern:						
1st Mort. (Stan., Sheff. and Ch.)	444,100	7	Jan. & July.	St. Albans.	1887	....	1st Mortgage	1,000,000	8	Feb. & Aug.	New York.	1901	....
Charlotte, Columbia & Augusta:							2d Mortgage	750,000	8	April & Oct.	"	1891	....
1st Mortgage	1,807,500	7	Jan. & July.	New York.	1895	....	Chicago, Rock Island and Pacific:						
2d Mortgage	500,000	7	April & Oct.	"	1910	....	1st Mortgage for \$12,500,000 ..	10,000,000	6	Jan. & July.	New York.	1917	....
Charters:							Chicago, St. Louis & N. Orleans:						
1st Mortgage	500,000	7	April & Oct.	Philadelphia.	1901	....	1st Mortgage for \$13,000,000 ..	3,468,000	7	May & Nov.	New York.	1897	....
Cherry Valley, Sharon and Alb.:							2d Mortgage for \$8,000,000 ..	7,223,000	6	June & Dec.	"	1907	....
1st Mortgage	800,900	7	June & Dec.	New York.	1899	....	N. Orleans, Jack. & Gt. Nor.—						
Chesapeake and Ohio:							1st Mortgage	2,941,000	8	Jan. & July.	New York.	1886	....
Purchase Money Funding Bds.	2,350,000	6	Jan. & July.	New York.	1898	....	2d Mortgage	1,600,000	8	April & Oct.	"	1890	....
1st Mortgage gold "A"	2,000,000	6	April & Oct.	"	1908	....	Mississippi Central—						
1st Mort. gold "B"	15,000,000	6	May & Nov.	"	1903	....	1st Mortgage	345,000	7	May & Nov.	New York.	'80-'84	....
2d Mortgage Income	10,000,000	6	Jan. & July.	"	1913	....	2d Mortgage	1,996,000	8	Feb. & Aug.	"	1886	....
Virginia Central Mort. Coupon.	918,000	6	"	"	1884	....	Chl. & Southwestern (C.R.I. & Pac.):						
Chester:							1st Mortgage, gold, guar.	5,000,000	7	May and Nov.	New York.	1899	....
Coupon bonds (no Mort.)	806,900	6	Jan. & July.	Boston.	'80-'96	....	Chicago, St. Paul, Minn. & O.:						
Chicago and Alton:							Consol. M., 1880, for \$80,000,000.	7,000,000	6	June & Dec.	New York.	1900	....
1st Mortgage	2,383,000	7	Jan. & July.	New York.	1893	....	Chicago, St. Paul, and Minn.—						
1st Mortgage, Income	1,096,000	7	April & Oct.	"	1883	....	1st Mortgage, gold	2,800,000	6	May & Nov.	New York.	1913	....
Consol. Bonds (\$200 stig. each).	4,379,850	6	Jan. & July.	London.	1903	....	2d Mortgage, land grant	2,016,000	6	"	"	1898	....
Sinking Fund Gold Bonds ..	3,000,000	6	May & Nov.	New York.	1903	....	St. Paul, Stillw'r & Tay. Falls—						
1st Mort. (St.L.J. & C.) assumed	584,000	7	April & Oct.	"	1894	....	1st Mortgage	450,000	8	Jan. & July.	New York.	1901	....
2d Mort. (") ..	188,000	7	Jan. & July.	"	1896	....	St. Paul and Sioux City—						
Chicago, Burlington and Quincy:							1st Mortgage, gold	3,000,000	6	April & Oct.	New York.	1919	....
Trust Mortgage, s'kg f'd Incom.	2,711,000	8	Jan. & July.	New York.	1888	....	North Wisconsin—1st Mortgage	800,000	6	Jan. and July.	"	1930	....
Trust Mortgage (Burl. to Peoria)	583,000	7	April & Oct.	"	1890	....	Chicago and West Michigan:						
2d Mort. (Northern Cross) gold.	741,000	4	Jan. & July.	Frankfort.	1890	....	1st Mortgage	477,000	8	March & Sept.	Boston.	1889	....
S. F. Mortgage (Iowa Division).	1,600,000	5	April & Oct.	New York.	1919	....	Cincinnati, and Baltimore:						
Plain 5 per cent bonds	2,356,000	6	"	Boston.	1901	....	1st Mort. guar. by B. & O. & M. & C.	750,000	7	Jan. & July.	Baltimore.	1900	....
Bonds of 1876, Sinking Fund ..	393,000	5	June & Dec.	"	1895	....	Cincinnati, Hamilton and Dayton:						
Plain 7 per cent bonds	833,475	7	Jan. & July.	"	1896	....	2d Mortgage of 1885	494,000	7	Jan. & July.	New York.	1885	....
Consol. Mortgage for \$30,000,000.	13,695,000	7	"	New York.	1903	....	Consol. S. F. M. for \$3,000,000.	1,224,000	7	April & Oct.	"	1906	....
Chicago and Canada Southern:							Cincinnati, Ham. & Ind. (C. H. & D.):						
1st Mortgage	3,541,250	7	April & Oct.	New York.	1902	....	1st Mortgage, guar.	2,506,000	7	Jan. and July.	New York.	1903	....
Chicago, Cincinnati and Louisv.:							Cin. & Ind. (C. I., St. L. & C.):						
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1887	....	2d Mortgage, guar.	496,000	7	June & Dec.	New York.	1892	....
Chicago, Cin., Dub. and Minn.:							Cincinnati, Ind., St. Louis & Chi.:						
1st Mortgage	5,000,000	6	Jan & July.	New York.	1920	....	1st Mortgage, 1880, for \$7,500,000	1,000,000	6	May & Nov.	New York.	1920	....
1st Mortgage, old	400,000	7	Feb. & Aug.	"	1884	....	1st Mort. (Ind. Cin. and Laf.) ..	2,879,000	7	Feb. and Aug.	"	1897	....
Chicago, Det. and Ca. G'd June:							Equipment Bonds, reg. (do.) ..	187,000	10	March & Sept.	"	1883	....
1st Mortgage	1,036,000	6	June & Dec.	London.	....	....	1st Mort. (Indianap. & Cin.) '58	1,600,000	7	April & Oct.	"	1888	....
Chicago and Eastern Illinois:							1st Mort. (Cin. & Indiana)	499,000	7	June & Dec.	"	1892	....
1st Mortgage, Sinking Fund ..	2,925,000	6	June & Dec.	New York.	1907	....	2d Mort. (") guar.	1,545,800	7	Jan. & July.	"	'82-'92	....
2d Mort., Income, (non-cum.) ..	714,329	7	December.	"	1907	....	1st Mort. (Cin., Laf. and Chi.) ..	1,120,000	7	March & Sept.	"	1901	....
Chicago and Grand Trunk:							Cin., Laf. & Chi. (O.L., St.L. & C.)						
1st Mortgage, Sterling	6,000,000	6	Jan. & July.	London.	1900	....	1st Mortgage, gold	1,120,000	7	March & Sept.	New York.	1901	....
2d Mortgage Income	4,000,000	7	September.	New York.	1900	....	Cincinnati & Muskingum Valley:						
Chicago and Iowa:							1st Mortgage	1,500,000	7	Jan. and July.	New York.	1901	....
1st Mortgage	1,750,000	8	Jan. & July.	N.Y. & Bos.	1901	....	Cincinnati, Richmond & Chicago:						
Chicago, Iowa and Nebraska:							1st Mortgage guar. by C. H. & D.	560,000	7	Jan. and July.	New York.	1895	....
2d Mort. (now 1st)	508,200	7	Jan. & July.	Boston.	1888	....	2d Mortgage	65,000	7	"	"	1889	....
2d Mort. (now 2d)	211,500	7	Feb. & Aug.	New York.	1892	....	Cinc., Rich. & Ft. Wayne (G.R. & I.):						
Chicago and Milwaukee:							1st Mortgage gold, guar.	1,900,000	7	June and Dec.	New York.	1921	....
1st Mort., guar. by C. and N.W.	1,700,000	7	Jan. & July.	New York.	1898	....	Cin. Rockport and Southwestern:						
Chicago, Milwaukee and St. Paul:							1st Mortgage, gold	226,500	6	Jan. and July.	New York.	1906	....
Consol. Mort. for \$35,000,000.	8,433,000	7	Jan. & July.	New York.	1905	....	Cincinnati, Sandusky and Clev.:						
2d Mortgage	496,000	7	April & Oct.	"	1884	....	1st Mortgage	1,100,300	7	June and Dec.	New York.	1890	....
1st Mort. (La Crosse Division).	6,800,000	7	Jan & July.	"	1893	....	1st Mort. (San. Day. & Cin.) ..	750,000	6	Feb. & Aug.	Boston.	1900	....
1st Mort. (Chic. and Mil. Div.) ..	2,500,000	7	"	"	1903	....	1st Mort. (San. City and Ind.) ..	350,000	7	March & Sept.	"	1897	....
1st Mort. (Iowa & Dakota Ext.) ..	8,500,000	7	"	"	1908	....	Cincinnati and Springfield:						
1st Mort. (Iowa and Minn. Div.) ..	3,810,000	7	"	"	1897	....	1st Mort. (guar. by U. C. C. & I.)	2,000,000	7	Apr. and Oct.	New York.	1901	....
1st Mort. (Minnesota Central) ..	183,000	7	"	"	1894	....	2d Mortgage	651,000	7	Jan. and July.	"	1902	....
1st Mort. (St. Paul Division) ..	4,000,000	7	"	"	1902	....	Clev., Col., Cin. & Indianapolis:						
1st Mort. (Iowa and Dak. Div.) ..	977,000	7	Feb. & Aug.	"	1899	....	1st Mortgage sinking fund	3,000,000	7	May & Nov.	New York.	1899	....
1st Mort. (Prairie du Chien Div.) ..	3,074,000	8	"	"	1898	....	1st Mort. (C. C. and O. R. R.) ..	125,000	7	June and Dec.	"	'75-'74	....
2d Mort. (") ..	1,815,000	7.5	Jan. & July.	"	1898	....	1st Mort. (Bell. and Ind. R.R.) ..	408,000	7	Jan. & July.	"	1890	....
1st Mort. (Hast. and Dak. Div.) ..	160,000	7	"	"	1902	....	Consol. Mortgage for \$7,500,000.	2,904,000	7	June and Dec.	N.Y. or Lond.	1914	....
1st Mort. (Mil. and Western) ..	219,000	7	"	"	1891	Cleveland & Mahoning Valley:						
1st Mort. (Southwestern Div.) ..	4,00												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Celebrookdale:							Dubuque and Dakota:						
1st Mort. guar. by Ph. and Rdg.	600,000	6	June & Dec.	Philadelphia.	1898	...	1st Mortgage, gold, guar.....	550,000	6*	Jan. & July.	New York	1919	....
Colorado Central:							Dubuque Southwestern:						
1st Mortgage, new.....	2,525,000	7*	June & Dec.	Boston.	...	...	1st Mortgage.....	450,000	7	April & Oct.	New York.	1883	....
Columbia and Port Deposit:							1st Mortgage, preferred.....	81,500	7	Jan. & July.	" "	1883	....
1st Mortgage.....	1,603,000	7	Feb. & Aug.	Philadelphia.	1892	....	Dunkirk, Allegheny Val. & Pittsb.:						
Columbus, Chicago & Ind. Cent.:							1st Mortgage (gold).....	2,000,000	7*	June & Dec.	New York	1890	....
1st Mortgage Consol. skg fund..	10,475,000	7	April & Oct.	New York.	1908	....	2d Mortgage.....	1,000,000	7	April & Oct.	" "	1890	....
2d Mortgage skg fund.....	120,000	7	Feb. & Aug.	" "	1890	....	3d Mortgage.....	200,000	7	" "	" "	1890	....
Income convertible.....	8,095,000	7	" "	" "	1890	....	East Broad Top:						
1st Mort. (Chic. and St. Eastern)	224,000	7	April & Oct.	" "	1890-95	....	1st Mortgage.....	500,000	7	Jan. & July.	Philadelphia.	1903	....
2d Mort. (")	23,200	7	Jan. & July.	" "	" "	....	East Pennsylvania (Ph. & Va.):						
1st Mort. (Cin. and Chi. Air-L.)	118,000	7	F. M. A. & N.	" "	'80-'90	....	1st Mortgage, guaranteed.....	495,900	7	March & Sept.	Philadelphia.	1888	....
1st Mort. (Col. and Ind. Cent.)	2,682,000	7	Jan. & July.	" "	1904	....	East Tennessee, Virginia & Ga.:						
2d Mort. (")	821,000	7	May & Nov.	" "	1904	....	1st Mortgage, skg fund for \$3,500,000	3,123,000	7	Jan. & July.	New York.	1900	....
1st M. (Col. & Ind.) 1st & 2d pref.	872,000	7	Jan. & July.	" "	1883	....	2d Mortgage.....	190,000	4	" "	" "	'92-'97	....
1st Mort. (Tol. Logan's Pt. & Bur.)	510,500	7	Feb. & Aug.	" "	1884	....	Endorsed Bonds (East T. & Va.)	147,000	6	May & Nov.	" "	1885	....
Income (")	67,545	7	" "	" "	" "	....	Endorsed Bonds (East T. & Ga.)	92,000	6	Jan. and July.	" "	1886	....
1st Mort. (Union & Logansport)	715,000	7	April & Oct.	" "	1905	....	Company Bonds (")	634,000	6	" "	" "	'80-'85	....
Union Trust Co. Certificates.....	1,600,000	...	.....	.....	....	....	Eastern (Mass.):						
Columbus and Hooking Valley:							1st Mort. (Essex R.R.) assumed.	194,400	6	March & Sept.	Boston.	1896	....
1st Mortgage skg fund.....	1,500,000	7	April & Oct.	New York.	1897	....	Certificates of Indebtedness.....	13,398,430	4 1/2	" "	Bost. & Lond.	1905	....
1st M. Logan & Strataville Br.	800,000	7	Jan. & July.	" "	1880	....	Eastern Shore (Md.):						
2d Mortgage.....	780,000	7	" "	" "	1892	....	1st Mortgage.....	400,000	6	Jan. & July.	Philadelphia.	1900	....
Columbus, Springfield and Cin.:							Elk River:						
1st M. (assumed by Cin. S. & C.)	1,000,000	7	March & Sept.	New York.	1901	....	Equipment Bonds.....	118,000	7	F. M. A. & N.	.....	1885	....
Columbus and Toledo:							Elizabethtown, Lex. & Big Sandy:						
1st Mortgage for \$2,500,000.....	2,468,000	7	Feb. & Aug.	New York.	1905	....	1st Mortgage, gold.....	1,200,000	6*	March & Sept.	New York.	1902	....
Columbus and Xenia:							Elmira and Williamsport (N. Cen.):						
1st Mortgage, guar. by L.M.R.R.	302,000	7	March & Sept.	New York.	1890	....	1st Mortgage guaranteed.....	1,000,000	6	Jan. & July.	Philadelphia.	1910	....
Concord and Claremont:							Income Mortgage guaranteed ..	570,000	5	April & Oct.	" "	2892	....
1st Mortgage.....	500,000	7	.....	Concord, N.H.	1894	....	Erie-See N. Y., Lake E. & West						
Connecticut Central:							Erie and Pittsburgh (Penn. Co.):						
1st Mortgage for \$400,000.....	325,000	7	April & Oct.	.....	1895	....	1st Mortgage.....	290,700	7	Jan. & July.	New York.	1882	....
Connecticut and Passumpsic Riv.:							2d Mortgage.....	92,500	7	April & Oct.	" "	1890	....
New Mortgage for \$1,500,000....	1,409,500	7	April & Oct.	Boston.	1893	....	Consolidated Mortgage.....	2,194,000	7	Jan. & July.	" "	1893	....
Coupon Notes.....	123,000	7	June & Dec.	" "	1881	....	Equipment Mortgage.....	685,000	7	April & Oct.	" "	1890	....
1st Mort. (Massachusetts) guar. gold	400,000	6*	Jan. & July.	" "	1890	....	European & N. American (Me.):						
Connecticut Western:							1st Mort. (Bangor City Bonds)...	1,000,000	6	Jan. & July.	Boston.	1894	....
1st Mortgage.....	3,200,000	7	Jan. & July.	New York.	1900	....	Kavanaugh and Terre Haute:						
Connecting (Philadelphia):							1st Mortgage (61 miles) skg. fund	281,000	7	Jan. & July.	New York.	1887	....
1st Mort. A., B. C. D. & E.....	991,000	6	March & Sept.	Philadelphia.	'00-'04	....	1st Mortgage (100 m.)	611,000	7	May & Nov.	" "	1887	....
Corning, Cowanesque & Antrim:							Consolidated Mort. for \$1,500,000	255,000	6	Jan. & July.	" "	1910	....
1st Mortgage.....	450,000	7*	Jan. & July.	.....	1885	....	Kavanaugh, Terre Haute & Chi.:						
Cumberland & Penn. (Consol. Coal):							1st Mortgage, gold.....	775,000	6*	May & Nov.	New York.	1900	....
2d Mortgage, sinking fund.....	808,500	6	March & Sept.	New York.	1891	....	2d Mortgage, gold.....	325,000	6*	Jan. & July.	" "	1903	....
Cumberland Valley:							Fitchburg:						
1st Mortgage.....	161,000	6	April & Oct.	Philadelphia.	1904	....	Bonds of 1874.....	500,000	6	April & Oct.	Boston.	1894	....
2d Mortgage, sinking fund.....	109,500	8	" "	" "	1908	....	Bonds of 1877.....	500,000	6	" "	" "	1897	....
Plain bonds.....	51,800	6	" "	" "	1884	....	Bonds of 1879.....	500,000	8	" "	" "	1899	....
Danbury and Norwalk:							Flint and Pere Marquette:						
1st Mortgage.....	200,000	7	Jan. & July.	New York.	1890	....	1st Mort. Land Gr. (3d series)...	1,722,000	8	March & Sept.	New York.	1883	....
2d Mortgage.....	200,000	7	" "	" "	1892	....	Flint & Holly S. R. (\$25,000 p.y.)	300,500	10	May & Nov.	" "	1883	....
Consolidated Mortgage.....	100,000	6	" "	" "	1920	....	1st Mort. (Bay C. & E. Sag.) guar.	100,000	10	Jan. & July.	Newark.	1882	....
Dayton and Michigan (C.H. & D.):							Bay County Bonds (guar.).....	75,000	10	March & Sept.	New York	1887	....
1st Mortgage sinking fund guar.	1,846,000	7	Jan. & July.	New York.	1881	....	1st Mort. skg. fd. (H. W. & Mon.)	1,000,000	8	Jan. & July.	" "	1901	....
2d Mortgage, guar.....	426,000	7	March & Sept.	" "	1887	....	Reorgan'n bds (redeem. at will).	.....	6	.....	.....	1910	....
3d Mortgage, guar.....	361,000	7	April & Oct.	" "	1888	....	Florida Central:						
Toledo Depot bonds guar.....	105,500	7	March & Sept.	" "	'81-'84	....	1st Mortgage, gold coupon	309,000	7*	Jan. & July.	New York.	1907	....
Dayton and Union:							Flushing, North Shore and Cent.:						
1st Mortgage.....	90,000	7	.....	.....	1879	....	1st Mort. (Flush'g and N. Side.)	800,000	7	May and Nov.	New York.	1889	....
2d Mortgage.....	135,000	7	.....	.....	1879	....	2d Mort. (")	400,000	7	" "	" "	1900	....
Income Bonds.....	252,445	7	.....	.....	1879	....	1st Mort. (Cent. R. R. Exten.)	200,000	7	" "	" "	1903	....
Dayton and Western (L. M. R.R.):							Fonda, Johnstone & Gloversville:						
1st Mortgage (assumed).....	495,000	6-7	Jan. & July.	New York.	1905	....	1st Mortgage.....	300,000	7	Jan. & July.	New York.	1900	....
Delaware (F. W. and Balt.):							Fort Madison and Northwestern:						
1st Mortgage, guar.....	650,000	6	Jan. & July.	Philadelphia.	1895	....	1st Mortgage, gold.....	700,000	7*	April & Oct.	New York.	1905	....
Delaware and Bound Brook:							Fort Wayne, Muncie & Cin.:						
1st mortgage.....	1,500,000	7	Feb. & Aug.	Philadelphia.	1905	....	1st Mortgage.....	1,800,000	8	April & Oct.	Boston.	1889	....
Delaware, Lackawanna & Western:							2d Mortgage.....	500,000	8	" "	" "	1896	....
2d Mortgage.....	1,633,000	7	March & Sept.	New York.	1881	....	Equipment Mortgage.....	345,000	8	Jan. & July.	" "	1881	....
Convertible Bonds.....	600,000	7	June & Dec.	" "	1892	....	Framingham and Lowell:						
Consol. Mortgage Bonds.....	3,067,000	7	March & Sept.	" "	1907	....	1st Mortgage.....	500,000	7	April & Oct.	Boston.	1890	....
1st M. Ext. (Lack. & Bloomsburg)	370,900	7	" "	" "	1885	....	Frankfort and Kokomo:						
Denver Pacific (Union Pacific):							1st Mortgage gold.....	200,000	7	Jan. & July.	New York.	1908	....
1st Mortgage gold, land grant....	527,000	7*	May & Nov.	New York.	1899	....	Fremont, Elkhorn & Mo. Valley:						
Denver & Rio Grande:							1st Mortgage.....	600,000	7	April & Oct.	New York.	1901	....
1st Mort. gold, skg fund.....	6,382,500	7*	May & Nov.	New York.	1900	....	1st Mortgage.....	312,000	7	" "	" "	1899	....
1st Mort. (Ark. Valley Div.).....	1,040,000	7*	" "	" "	1902	....	Income Bonds.....	317,082	7	" "	" "	1886	....
Consolidated Mortgage.....	8,475,000	7	Jan. & July.	" "	1900	....	Galena & Chic. Union (C. & N.W.):						
Denver, South Park and Pacific:							1st Mortgage.....	1,632,000	7	Feb. & Aug.	New York.	1882	....
1st Mort., gold sinking fund.....	1,800,000	7	May & Nov.	N.Y. or Lond.	1908	....	Galv., Harrisburg & San Antonio.						
Dev. Moines and Ft. Dodge:							1st Mortgage, gold, land grant..	4,500,000	6*	Feb. & Aug.	New York.	1910	....
1st Mortgage (coupon).....	2,200,000	6	Jan. & July.	New York.	1905	....	2d Mortgage.....	1,000,000	7	June and Dec.	Bost. or Lond.	1895	....
Detroit & Bay City (Mich. Cent.):							Galveston, Houston & Henderson:						
1st Mort. (\$425,000 guar.).....	2,350,000	8	May & Nov.	New York.	1902	....	1st Mortgage.....	1,493,000	7*	Jan. & July.	New York.	1902	....
Detroit, Grand Hav. & Milwaukee:							Geneva, Ithaca and Sayre:						
1st Mort. (guar. by G. W. of Ca.)	2,000,000	6	April & Oct.	N.Y. or Lond.	1918	....	1st Mortgage, skg. fd., guar.....	600,000	7*	Jan. & July.	New York.	1890	....
2d Mort. (")	8,500,000	6	" "	" "	1918	....	Georgia (and Banking):						
D. Har Bonds (Oakland & Ott.)	44,000	7	May & Nov.	New York.	1882	....	Company bonds (debentures)...	425,000	7	Jan. & July.	Augusta	'80-'90	....
1st Mort. (Det. & Pontiac R.R.)	144,000	7	Apr. and Oct.	" "	1882	....	Company bonds (debentures)...	1,156,000	6	" "	" "	'90-'97	....
2d Mort. (")	100,000	7	Jan. & July.	" "	1882	....	Grand Rapids & Indiana:						
3d Mort. (")	250,000	8	Feb. & Aug.	" "	1888	....	1st Mortgage L. G. guar. gold...	4,000,000	7*	Jan. & July.	New York.	1899	....
Detroit, Lansing and Northern:							1st Mort. L. G. not guar. gold...	3,013,000	7*	April & Oct.	" "	1899	....
1st Mortgage.....	2,265,000	7	Jan. & July.	Boston.	1907	....	Income Mortgage bonds.....	987,000	7	March & Sept.	" "	1906	....
1st Mort. (Iowa and Lansing) ..	770,000	8	" "	" "	1889	....	Grand River Valley (Mich. C.):						
2d Mort. (")	51,000	8	May & Nov.	" "	1880	....	1st Mortgage guar.....	1,000,000	8	Jan. & July.	New York.	1886	....
Detroit, Mon. & Tol. (L. Sh. & M.S.):							2d Mortgage.....	576,000	8	Jan. & July.	New York.	1891	....
1st Mortgage.....	924,000	7	Feb. & Aug.	New York.	1906	....	Grand Rapids, Newago & L. S.:						
Dixon, Peoria and Hannibal:							1st Mortgage.....	200,000	7	June & Dec.	" "	1905	....
1st Mort., guar. by C., B. and Q.	546,500	8	Jan. & July.	New York.	1889	....	Great Western Railway of 1859:						
Dubuque and Sioux City:							1st Mort., ass'd by W., St. L. & P.	2,495,000	7	Feb. & Aug.	New York.	1888	....
1st Mortgage 1st div.....	298,000	7	Jan. & July.	New York.	1888	....	2d Mort., " "	2,500,000	7	May & Nov.	" "	1895	....
1st Mortgage 3d division.....	585,000	7	" "	" "	1894	....	Green Bay and Minnesota:						
							1st Mortgage.....	3,300,000	7*	Feb. & Aug.	New York.	1900	....

Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Greenville and Columbia:							Jersey City and Bergen:						
1st Mortgage guar. by S. Car.	1,413,071	7	Jan. & July.	Columbia.	'81-'86		1st Mortgage.	385,000	7				
1st Mortgage not guaranteed.	642,192	7	"	"	'81-'86		Joliet and Chicago (C. & Alton):						
Hannibal & Cent. Mo. (M. K. & T.)							1st Mortgage akg fund guar.	306,000	8	Jan. & July.	New York.	1892	
1st Mortgage.	785,000	7	May & Nov.	New York.	1890		Joliet and Northern Indiana:						
2d Mortgage.	31,000	7	"	"	1892		1st Mort. guar. by Mich. Cent.	800,000	7	Jan. & July.	New York.	1907	
Hannibal & Naples (W. St. L. & P.)							1st Mortgage guaranteed.	465,000	6	Jan. & July.	Philadelphia.	1892	
1st Mortgage.	500,000	7	June & Dec.	New York.	1909		2d Mortgage not guaranteed.	200,000	6	April & Oct.	"	1900	
Hannibal and St. Joseph:							Kalamazoo, Allegan & Gr. Rapids:						
Missouri State Loan.	1,500,000	6	Jan. & July.	New York.	1894		1st Mort. assumed by L.S. & M.S.	540,000	8	Jan. & July.	New York.	1888	
Missouri State Loan.	1,500,000	6	"	"	'85-'87		Kalamazoo and Schoolcraft:						
Fifteen years' bonds.	4,000,000	8	Mar. & Sept.	"	1885		1st Mort. assumed by L.S. & M.S.	100,000	8	Jan. & July.	New York.	1888	
General Land Mortgage.	442,000	7	Jan. & July.	"	1888		Kalamazoo, & S. Haven (M. Cen.):						
1st Mort. (Quincy & Palmyra).	433,600	8	Feb. & Aug.	"	1892		1st Mortgage guar. by leases.	640,000	8	May & Nov.	New York.	1889	
1st Mort. (Kansas City & Cam.)	1,200,000	10	Jan. & July.	"	1892		2d Mortgage.	70,000	8	"	"	1890	
Harlib, Ports, Mt. Joy & Lan.							Kalamazoo & White Pigeon:						
1st Mortgage, guar. by Pa. R. R.	700,000	8	Jan. & July.	Philadelphia.	1883		1st Mort. assumed by L.S. & M.S.	400,000	7	Jan. & July.	New York.	1890	
Harliburg and Potomac:							Kansas City and Cameron:						
1st Mortgage.	507,300	7	Jan. & July.	Philadelphia.	1904		1st Mort. ass'd by Han. & St. Jo.	1,200,000	10	Jan. & July.	New York.	1902	
Hartford and Connecticut Valley:							Kansas Central:						
1st Mortgage.	1,000,000	7	Jan. & July.	New York.	1901		1st Mortgage for \$2,400,000.	504,000	7	April & Oct.	New York.	1909	
Holly, Wayne & Monroe (F. & P.M.):							Kansas City, Burl. & Santa Fe:						
1st Mortgage, sinking fund.	1,000,000	8	Jan. & July.	New York.	1901		1st Mortgage.	600,000	8	"	"		
Holyoke and Westfield:							New Mortgage.	1,500,000	7	Jan. & July.	New York.	1910	
1st Mortgage.	290,000	6-7	April & Oct.	New Haven.	'91-'98		Kansas City, Ft. Scott & Gulf:						
Huron and:							1st Mort. L. G., sinking fund.	4,000,000	7	Jan. & July.	Boston.		
1st Mortgage.	100,000	7	Feb. & Aug.	New York.	1895		Mortgage on Branches.	1,325,000					
2d Mortgage of 1899.	300,000	6	Jan. & July.	Brpt. & Bost.	1899		Kansas City, Lawrence & So.:						
Equipment Bonds of 1873.	150,000	7	Feb. & Aug.	Bridgeport.	1883		1st Mortgage.	2,940,000	4-6	April & Oct.	Boston.	1909	
Consolidated Mortgage, 1880.	300,000	5	April & Oct.	Boatou.	1910		1st Mort. (So. Kansas & West.)	545,000	7	Jan. & July.	"	1910	
Houston, East and West Texas:							1st Mort. (Sumner Co. R. R.)	300,000	7	"	"	1910	
1st Mortgage, gold.	180,000	7	May and Nov.	New York.	1898		Kan. City, St. Jo. & Coun. Bluffs:						
Houston and Texas Central:							1st Mort. (C. R. & St. Jo.)	500,000	7	Jan. & July.	Bost. & N. Y.	1880	
1st Mortgage L.G. akg fund, gold	6,292,000	7	Jan. & July.	New York.	1891		1st Mortgage.	4,496,522	7	"	"	1907	
1st Mortgage (L. G. West. Div.)	2,270,000	7	"	"	1891		Income Bonds.	2,488,174	6	April & Oct.	Boston.	1907	
1st Mort. (Waco & N. W. Div.)	969,000	7	"	"	1903		Kansas City, St. Louis & Chicago:						
Income and Indemnity bonds.	2,500	7	May & Nov.	"	1887		1st Mortgage.	3,000,000	6	May & Nov.	New York.	1903	
Consol. Mort. L. G. (M. & W. D.)	8,642,000	8	April & Oct.	"	1912		Kan. City, Top. & W. (A., T. & S. Fe.)						
Consol. Mort. L.G. (Waco & N.)	580,000	8	May & Nov.	"	1915		1st Mortgage.	554,000	7	Jan. & July.	Boston.	1905	
Huntingdon and Broad Top Mt.:							Income Bonds.	200,000					
1st Mortgage gold.	416,000	7	April & Oct.	Philadelphia.	1890		Kansas Pacific (Union Pacific):						
2d Mortgage, gold.	267,500	7	Feb. & Aug.	"	1895		1st Mort. (1st Div. 140 m.) gold.	2,240,000	6	Feb. & Aug.	New York.	1896	
Consolidated Mortgage.	1,600,000	7	April & Oct.	"	1895		1st Mort. (2d Div. 253.94 m.) gold	4,063,000	6	June & Dec.	"	1896	
Illinois Central:							1st M. (3d Div. 244.66m. & 3,000,000 m.)	6,379,000	6	May & Nov.	N. Y. L. & F.	1899	
Redemption bonds, currency.	2,500,000	6	April & Oct.	New York.	1890		1st Mort. (2,000,000 acres) gold.	1,460,000	7	Jan. and July.	"	1880	
Sterling Bonds, \$500,000.	2,500,000	6	"	London.	1893		2d Mort. (") gold.	35,000	7	March & Sept.	New York.	1886	
Sterling Bonds, \$200,000.	1,000,000	5	June and Dec.	"	1905		1st Mort. (Leavenworth Branch)	492,000	7	May & Nov.	"	1896	
Sterling Bonds, Sinking Fund.	4,200,000	5	April & Oct.	"	1903		2d Mortgage (Gov't Subsidy)	6,303,000	6	Jan. & July.	U. S. Treas.	'86-'97	
Six per cent Currency Bonds.	1,600,000	6	Jan. & July.	New York.	1898		3d Mortgage (Income).	1,124,150	7	March & Sept.	New York.	1916	
Six per cent Reg. Currency Bds	200,000	6	Feb. & Aug.	"	"		Kentucky Central:						
Illinois Grand Trunk (C. B. & Q.):							2d Mort. (Cov'gton & Lexington)	792,000	7	March & Sept.	New York.	1883	
1st Mortgage, guaranteed.	890,500	8	April & Oct.	Boston.	1890		3d Mortgage.	223,000	7	June & Dec.	"	1885	
Illinois Midland:							Keokuk and Des Moines:						
1st Mortgage, gold.	4,175,000	7	Jan. & July.	"	1905		1st Mort. guar. by C. R. I. & P.	2,750,000	5	April & Oct.	New York.	1923	
Illinois & So. Iowa (W. St. L. & P.):							Knox and Lincoln:						
1st Mortgage.	300,000	7	Feb. & Aug.	New York.	1882		1st Mortgage.	2,395,000	6	Various.	Boston.	'90-'02	
Indiana, Blooming. & Western:							Knoxville and Ohio:						
1st Mortgage, preferred.	600,000	7	Jan. & July.	New York.	1900		1st Mortgage.	500,000	7	Jan. & July.	New York.	1906	
1st Mortgage, not preferred.	3,500,000	3-6	April & Oct.	"	1909		Lake Erie and Western:						
2d Mortgage.	1,500,000	3-6	Jan. & July.	"	1909		1st Mortgage, gold.	1,815,000	6	Feb. & Aug.	New York	1919	
Income Bonds.	1,600,000	6	"	"	1919		Income Bonds, conv. (non-cum.)	1,485,000	7	August.	"	1899	
Indianapolis, Decatur & Spring:							1st Mortgage (Sandusky Ext.)	327,000	6	Jan. & July.	"	"	
1st Mortgage.	1,700,000	7	April & Oct.	New York.	1906		Income (Sandusky Extension)	600,000			"	"	
2d Mortgage, Income.	2,619,000	7	Jan. & July.	"	1906		1st Mort. (La., Bl. & Muncie.)	2,500,000	6	May & Nov.	"	1919	
Indianapolis and Madison:							Income (")	1,000,000	7	Annually.	"	1899	
1st Mort. assumed by J. M. & L.	397,000	7	May & Nov.	New York.	1881		Lake Ontario Southern:						
Indianapolis and St. Louis:							1st Mortgage, gold.	1,000,000	6	April & Oct.	New York.	1910	
1st Mortgage in three series.	2,000,000	7	Various.	New York.	1919		Lake Shore & Michigan South'n.						
2d Mortgage.	906,000	7	April & Oct.	"	1900		Consol. Mort., S.F., Regist'd.	9,441,000	7	J. A. J. & O.	New York.	1900	
Equipment Mortgage.	500,000	8	Jan. & July.	"	1881		Consol. Mort., S.F., Coupon.		7	Jan. & July.	"	1900	
Indianapolis & Vincennes:							2d Consol. Mort. for \$25,000,000.	10,400,000	7	June & Dec.	"	1903	
1st Mortgage guar. by Pa. R. R.	1,700,000	7	Feb. & Aug.	New York.	1908		Bonds of 1892 (Reg. & Coupon)	2,705,000	7	April & Oct.	"	1882	
2d Mortgage guar. by Pa. R. R.	1,450,000	6	May & Nov.	"	1900		Lake Shore Dividend Bonds.	1,356,000	7	"	"	1890	
International and Gt. Northern:							3d Mort. (Clev. Pain. & Ash.)	920,000	7	"	"	1892	
1st Mort. (purchase money) gold	6,024,000	6	May & Nov.	New York.	1919		1st Mort. (Mich. S. & Nor. Ind.)	5,255,000	7	May & Nov.	"	1885	
2d M. Income (purchase money)	4,724,000	8	Mar. & Sept.	"	1909		1st Mort. (Cleveland & Toledo)	1,595,000	7	Jan. & July.	"	1885	
Ionia and Lansing (D., L. & N.):							2d Mort. (")	849,000	7	April & Oct.	"	1886	
1st Mortgage.	770,000	8	Jan. & July.	Boston.	1889		Mort. Bonds (Buffalo & St. L.)	200,000	7	Jan. & July.	"	1882	
Iowa Falls and Sioux City:							Mort. Bonds (") Erie	300,000	7	March & Sept.	"	1886	
1st Mortgage.	2,947,000	7	April & Oct.	New York.	1917		Mort. Bonds (") Erie	2,834,000	7	April & Oct.	"	1898	
Iowa Midland (O. & N. W.):							1st M. (Det'rt, Monroe & Toledo)	924,000	7	Feb. & Aug.	"	1906	
1st Mortgage, guar.	1,350,000	8	April & Oct.	New York.	1900		1st M. (Kalam. & White Pigeon)	400,000	7	Jan. & July.	"	1890	
Iowa & Minneapolis (C. M. & St. P.)							1st M. (School. & Three Rivers)	100,000	8	"	"	1887	
1st Mortgage.	8,810,000	7	Jan. & July.	New York.	1897		1st M. (Kalamaz. & Schoolcraft)	100,000	8	"	"	1887	
Ithaca, Auburn and Western:							1st M. (Kal. Allegan & Gr. Rap.)	840,000	8	"	"	1888	
2d Mortgage, Income.	498,000	7	Jan. & July.	New York.	1907		1st M. (Jamestown & Franklin)	397,000	7	"	"	var	
Jackson, Lans. & Sag. (Mich. Cen.):							2d M. (")	500,000	7	June & Dec.	"	1894	
1st Mortgage guar.	1,024,000	8	Jan. & July.	New York.	1885		Lawrence (F. St. W. & Chl.):						
1st Mort. (Northern Ext.) guar.	514,000	8	May & Nov.	"	1890		1st Mortgage, guaranteed.	326,000	7	Feb. & Aug.	New York.	1895	
Consolidated Mortgage.	1,943,000	8	March & Sept.	"	1891		Leavenworth, Atch. & N. West'n:						
Jacksonville, Pensac. and Mobile:							1st Mort. guar. by Pac. of Mo.	479,000	7	April & Oct.	New York.	1880	
State Bonds	4,000,000	8	Jan. & July.	New York.	1900		Lehigh and Lackawanna:						
Jamestown & Frank. (L.S. & M. So.)							1st and 2d Mortgages.	600,000	7	June & Dec.	Philadelphia.	1907	
1st Mortgage guaranteed.	397,000	7	Jan. & July.	New York.	1897		Lehigh Valley:						
2d Mortgage guaranteed.	500,000	7	June & Dec.	"	1894		1st Mortgage (coupon & reg.)	5,000,000	6	June & Dec.	Philadelphia.	1892	
Jefferson (Erie):							2d Mortgage registered.	6,000,000	7	March & Sept.	"	1910	
1st & 2d Mort. (Hawley Section)	300,000	7	Jan. & July.	New York.	'87-'89		Consol. Mort. gold, coup. & reg.	14,904,000	6	June & Dec.	"	1923	
1st Mort. (Carbondale Section).	2,000,000	7	"	"	1889		Little Miami:						
Jeffersonville, Madison & Indian.							1st Mortgage.	1,492,000	6	Jan. & July.	Cincinnati.	1883	
1st Mortgage consol.	2,382,000	7	April & Oct.	New York.	1906		Street Connection Bonds.	475,000	6	Various.	"	1894	
2d Mortgage consol.	2,000,000	7	Jan. & July.	"	1910		Little Rock and Fort Smith:						
1st Mortgage (Ind. & Mad. guar.	397,000	7	May & Nov.	"	1881		1st Mortgage L. G. sinking fund.	2,460,000	7	Jan. & July.	Boston.	1905	
Junction and Breakwater:							Little Rock, Miss. Riv. & Texas:						
1st Mortgage.	470,000	6	Jan. & July.	New York.	1890		1st Mortgage.	1,250,000	7	Jan. & July.	Boston.	1890	
2d Mortgage.	250,000	6	Feb. & Aug.	"	1896								

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Little Schuylkill (Phila. & Rdg.):	\$						Milwaukee, Lake Sh. & Western:	\$					
1st Mortgage, Bkg. Fd.....	408,000	7	April & Oct.	Philadelphia.	1892		1st Mort. (Lake Shore Division)	750,000	7	June & Dec.	New York.	1895	
Long Island:							1st Mort. (North Rn Division)...	572,600	7	March & Sept.	" "	1900	
1st Mortgage (Extension).....	175,000	7	May & Nov.	New York.	1890		1st Mort. (Ashkosh Division)...	200,000	7	Feb & Aug.	" "	1900	
1st Mortgage (Glen Cove Br.)...	150,000	6	" "	" "	1884		1st Mort. (Wausau Division)...	280,000	7	" "	" "	1910	
1st Mortgage.....	1,121,000	6	" "	" "	1908		1st Mortgage (Equipment).....	179,000	9	June & Dec.	" "	1890	
2d Mortgage.....	988,772	7	Feb. & Aug.	" "	1911		Mineral Point:						
Atlantic Ave. Improve. Certif.	114,900	7	" "	" "	'81-'82		1st Mortgage.....	320,000	10	Jan. & July.	Detroit.	1890	
1st Mort. (Smithtown & P.Jef.)...	600,000	7	March & Sept.	" "	1901		Minneapolis & St. Louis:						
1st Mort. (Newtown & Flush.)...	105,000	7	May & Nov.	" "	1901		1st Mort. (Min. to Merriam) June.	485,000	7	Jan. & July.	New York.	1907	
1st Mort. (N. Y. & Rockaway)...	250,000	7	April & Oct.	" "	1891		1st Mort. (Merriam J. to A.Lee)	950,000	7	June & Dec.	" "	1927	
Louisiana & Mo. Riv. (Ch. & Al.):							1st M. (Minn. to White B.L. guar.)	280,000	7	May & Nov.	" "	1907	
1st Mortgage.....	1,561,000	7	Feb. & Aug.	New York.	1900		1st Mort. (A.L. to Ft. Dodge) gold.	1,021,000	7	June & Dec.	" "	1900	
2d Mortgage.....	800,000	7	May & Nov.	" "	1900		Mortgage (Southw. Ext.) gold...	12,000pm	7	" "	" "	1910	
Louisville, Cin. and Lexington:							Minnesota Valley (C. & N.W.):						
Louisville Loan to L. & F. R. E.	100,000	6	Jan. & July.	New York.	1881		1st Mortgage.....	150,000	7	April & Oct.	New York.	1908	
1st Mortgage.....	2,900,000	7	" "	" "	1897		Mississippi and Tennessee:						
New Mortgage for \$1,000,000...	754,700	7	April & Oct.	" "	1907		1st Mortgage, Series A.....	976,000	8	April & Oct.	New York.	1902	
Louisville and Nashville:							2d Mortgage, Series B.....	1,601,000	8	Jan. & July.	" "	1902	
General Mortgage for \$20,000,000	5,000,000	6	June & Dec.	N. Y. & Louis.	1880		Missouri, Kansas and Texas:						
Consol. Mort. S. F. for \$5,000,000	7,070,000	7	April & Oct.	" "	1888		1st Mort. (U.Pac.S.R.) sfg fund	2,316,000	6	Jan. & July.	New York.	1899	
2d Mortgage, Gold 10-year.....	2,006,000	7	May & Nov.	" "	1883		1st Mort. (Tebco & Neosho) S.F.	849,000	7	June & Dec.	" "	1908	
1st Mort. (Lebanon Branch).....	88,000	7	" "	New York.	'80-'85		Consol. Land Grant, sfg fd gold	14,782,000	1	Feb. & Aug.	" "	'04-'08	
1st Mort. (Memphis and Ohio)...	5,600,000	7	June & Dec.	London.	1901		2d Mortgage, Income.....	7,571,553	6	April & Oct.	" "	1911	
1st Mort. (Memph. & Clarksv. Br.)	2,270,770	7	Feb. & Aug.	" "	1902		Brownville Bridge bonds, guar.	966,000	7	May & Nov.	" "	1906	
1st Mort. (Cecilian Branch).....	1,000,000	7	March & Sept.	New York.	1897		Consol. Mort. for \$45,000,000						
1st Mort. (N. Orleans & Mo.)...	5,000,000	6	Jan. & July.	" "	1897		Missouri Pacific:						
Mort. (Evans, Hend. & Nash.)...	1,000,000	6	June & Dec.	" "	1919		1st Mortgage gold.....	7,000,000	6	Feb. & Aug.	New York.	1888	
Louisville Loan (no mortgage)...	860,000	6	Apr. and Oct.	" "	'80-'87		2d Mortgage sinking fund.....	2,678,000	7	Jan. & July.	" "	1891	
Louisville Loan (Lebanon Br.)...	225,000	6	May & Nov.	" "	1888		3d Mortgage.....	4,500,000	7	May & Nov.	" "		
Louis. Loan (Leb. Br. Exten.)	233,000	6	April & Oct.	N. Y. & Louis	1888		St. Louis County Debt	700,000	7	Monthly	St. Louis.	1885	
Debenture Bonds 1880	2,650,000	6	Jan. & July.	New York.	1884		Real Estate Bonds.....	800,000	8	May & Nov.	New York.	1892	
Trust Company Certificates.....	492,200	6	April & Oct.	" "	1884		1st Mort. (Carondelet Branch)...	250,000	6	April & Oct.	" "	1893	
Louisville, New Albany & Chic.:							Consol. Mortgage for \$39,000,000		6	May & Nov.	" "	1920	
1st Mortgage.....	3,000,000	6					1st Mort. (Missouri River R.R.)	409,000	7		" "	1889	
McKean and Buffalo:							1st Mort. (Leav. Atch. & N.W.)	479,000	7	April & Oct.	" "		
1st Mortgage.....	393,000	7	Jan. & July.	Buffalo.	1905		1st Mort. (St. L. and Lex.)...	650,000	6		" "		
Macon and Augusta:							1st Mort. (Kan. City and East.)...	348,000	6	Jan. & July.	" "	1894	
1st Mortgage end. by Ga. R. R. ...	300,000	7	Jan. & July.	New York.	1887		1st M. (St. L. Kan. & Arizona)...	1,200,000			" "		
1st Mortgage not endorsed.....	100,000	7	" "	" "	1887		1st Mort. (Lexington & Southern)	1,050,000			" "		
Madison & Portage (O., M. & St. P.):							Mobile and Girard:						
1st Mortgage.....	600,000	7	Apr. and Oct.	New York.	1902		2d Mort., end. by Cent. R.R. of Ga.	200,000	8	Jan. & July.	New York.	1889	
Mehoning Coal:							3d Mort., to Central R.R. of Ga.	800,000	4	June & Dec.	" "	1897	
1st Mortgage.....	1,480,000	7	Jan. & July.	New York.	1902		Mobile and Ohio:						
Maine Central:							1st Mortgage, issue of 1879....	7,000,000	6	June & Dec.	Mo. & N. Y.	1927	
Consolidated 1st Mortgage.....	3,968,700	7	April & Oct.	Boston.	1912		First Preferred Debentures.....	5,300,000	7	(As declared on or before Feb'y 1, out of net earnings preceding fiscal yr. non-acc.)	New York.		
\$1,100,000 Loan, tax free.....	758,890	7	Jan. & July.	" "	1898		Second Preferred Debentures..	1,850,000	7	" "	" "		
Extension (gold) Loan.....	496,500	6	April & Oct.	" "	1900		Third Preferred Debentures...	600,000	7	" "	" "		
\$1,100,000 (A. & Ken.) Loan.....	1,100,000	6	Monthly.	" "	'90-'91		Fourth Preferred Debentures..	900,000	7	" "	" "		
1st Mortgage (Portland & Ken.)	217,390	6	April & Oct.	Port n	1883		Carro Extension.....	600,000	6	Jan. & July.	" "	1892	
Consol. Loan (Port. & Kennebec)...	1,166,700	6	Jan. & July.	Port n	1885		Morris and Essex (D. L. & W.):						
1st Mort. (Leeds & Farn'gton)...	653,000	6	Jan. & July.	" "	1901		1st Mortgage sinking fund, guar.	5,000,000	7	May & Nov.	New York.	1914	
Bath (Androscoogin) Loan.....	425,000	6	J. A. J. & O	" "	1891		2d Mortgage guar.....	5,000,000	7	Feb. & Aug.	" "	1891	
Manhattan Beach:							Convertible bonds.....	254,000	7	Jan. & July.	" "	1900	
1st Mort. (N. Y. & Man. Beach)	500,000	7	Jan. & July.	New York.	1897		Gen'l M. (1st on Boonton Br.) gr.	4,991,000	7	April & Oct.	" "	1901	
2d M., conv. (").....	800,000	7	" "	" "			Special Mortgage.....	1,026,000	7	" "	" "		
Mortgage (Man. Beach Imp. Co.)	600,000	7	Mar. & Sept.	" "	1890		Consol. mort. for \$25,000,000 guar	5,050,000	7	June & Dec.	" "	1915	
Marietta and Cincinnati:							Nashua and Lowell:						
1st Mortgage, Sterling.....	1,050,000	7	Feb. & Aug.	London.	1891		Bonds for freight depot.....	200,000	6	Feb. and Aug.	Boston.	1898	
1st Mortgage Dollar.....	2,450,000	7	" "	Baltimore.	1891		Nashville, Chattanooga & St. Louis:						
2d Mortgage Dollar.....	2,500,000	7	May & Nov.	" "	1890		1st Mort., endorsed by Tenn....	898,000	4	Jan. & July.	New York.	'81-'86	
3d Mortgage Dollar.....	3,000,000	8	Jan. and July.	" "	1890		2d Mort. (Held by U. S. Gov.)...	1,000,000	4	June and Dec.	" "	'81-'91	
4th Mortgage.....	4,000,000	8	April & Oct.	" "	1898		New Mortgage for \$5,800,000...	4,902,000	7	Jan. & July.	" "	1913	
1st Mort. (Scioto & Hock. Val.)...	300,000	7	May & Nov.	" "	1894		1st M. (Mc W. & M. & W. & A. R. R.)	320,000	6	" "	" "	1918	
1st Mort. (Balt. Short Line) guar.	750,000	7	June & Dec.	" "	1896		1st Mort. (Tenn. & Pacific R.R.)	300,000	8	" "	" "	1918	
1st Mort. (Cin. & Balt.).....	750,000	7	Jan. & July.	" "	1900		1st Mort. (Jasper Br. Extension)	90,000	6	" "	" "	1906	
Marquette, Houghton & Ontonagon:							Nashville and Decatur (L. & Nash.):						
1st Mortgage (Marq. & Ont.)...	1,760,000	8	Jun. & Dec.	Boston.	1892		1st Mortgage sinking fund, guar.	1,955,000	7	Jan. & July.	New York.	1900	
1st Mortgage.....	2,482,200	6	March & Sept.	" "	1908		2d Mortgage gold.....	178,000	6	April & Oct.	Nashville.	1887	
Massachusetts Valley (C. & P. R.):							Natchez, Jackson and Columbus:						
1st Mortgage guaranteed.....	400,000	6	Jan. & July.	Boston.	1890		1st Mortgage, gold.....	800,000	7	April & Oct.	New York.	1910	
Massachusetts Central:							Nevada Central:						
1st Mortgage for \$3,500,000.....	1,500,000	6	Jan. & July.	Bost. & N. Y.	1900		1st Mortgage, gold.....	720,000	6	April & Oct.	New York.	1904	
Memphis and Charleston:							Newark, Somerset & Straitsville:						
1st Mortgage, extended.....	1,284,000	7	Jan. & July.	New York.	1915		1st Mortgage.....	800,000	7	May & Nov.	New York.	1889	
2d Mortgage.....	1,000,000	7	" "	" "	1885		Newburg, Dutchess and Conn.:						
1st Mortgage (Tennessee Div.)...	1,400,000	7	" "	" "	1918		Income Bonds.....	1,164,500					
Consolidated Mortgage.....	551,000	7	" "	" "	1916		Newburg and New York:						
Memphis and Little Rock:							1st Mortgage.....	250,000	7		New York.		
1st Mortgage.....	250,000	8	May & Nov.	New York.	'81-'83		New Haven and Derby:						
General Mortgage, Land Grant.	2,600,000	4	January.	" "	1907		1st Mortgage.....	300, 00	7	May & Nov.	New Haven.	1888	
Metropolitan Elevated:							3d Mort. guar. by New Haven...	225,000	7	Various.	New Haven.	r	
1st Mortgage.....	8,160,000	6	Jan. & July.	New York.	1908		New Haven and Northampton:						
2d Mort. guar. by Manhattan El.	6,000,000	6	May & Nov.	" "	1899		1st Mortgage.....	1,800,000	7	Jan. & July.	N. Y. & N. H.	1899	
Mexican Central:							Convertible bonds, tax free.....	100,000	6	April & Oct.	" "	1892	
1st Mortgage.....	11,480,000	7					Holyoke and Westfield bonds...	260,000	6-7	" "	" "	'91-'98	
Income Bonds conv., non-cum....	2,000,000	3					Consol. Sinking Fund Bonds....	1,100,000	6	" "	" "	1909	
Mexican National:							New Jersey and New York:						
1st Mortgage, gold.....	7,500,000	6			1911		1st Mortgage, 1880.....	275,900	6	May & Nov.	Jersey City.	1910	
Michigan Air Line (Mich. Cent.):							New Jersey Southern:						
1st Mort. (South Bend Div.) assum	200,000	8	May & Nov.	New York.	1890		1st M. (int. guar. by N. Y. & L. B.)	1,449,600	6	Jan. & July.	New York.	1899	
Michigan Central:							1st Mort. (Long Br. & Sea Sh.)...	200,000	7	June & Dec.	" "	1899	
1st Mortgage, convertible.....	437,000	8	April & Oct.	New York.	1882		New London Northern:						
1st Mortgage sinking fund conv.	1,508,500	8	" "	" "	1882		1st Mortgage.....	300,000	6	April & Oct.	New York.	1885	
Consol. Mortgage for \$13,000,000	8,000,000	7	May & Nov.	" "	1902		2d Mortgage.....	387,500	7	June and Dec.	" "	1892	
1st Mort. (Mich. Air Line) assum'd	1,900,000	8	Jan. & July.	" "	1890		Consol. Mortgage for \$1,500,000.	512,000	5	Jan. & July.	" "	1910	
Equipment Bonds for \$100,000...	854,000	8	Apr. and Oct.	" "	1883		New Orleans, Mobile and Texas:						
Mort. Bonds (Grand River Val.)	500,000	6	March & Sept.	" "	1909		1st Mortgage, gold, 1880	5,000,000	6	Jan. & July.	New York.	1903	
Mich. So. and North's Indiana:							2d Mortgage, debenture, 1880 ..	3,000,000	6	May & Nov.	" "	1930	
1st Mort. assum'd by L.S. & M.S.	5,240,000	7	May & Nov.	New York.	1885		New Orleans Pacific:						
Middletown, Unionv. & W. Gap:							1st Mortgage, 1880.....	4,000,000	6	Jan. & July.	N. Y. & Phila.	1920	
1st Mortgage tax free	400,000	7	May and Nov.	New York.	1888								
Midland of New Jersey:													
1st Mortgage.....	2,500,000	6-8	April & Oct.	New York.	1910								
Income Bonds, Class A and B....	4,700,000	6	" "	" "	1900								

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.		Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	
			When.	Where.							When.	Where.			
New York & Canada (D. & H. C.):	\$ 4,000,000	6*	May & Nov.	London.	1904	....	Ohio Central:	\$ 3,000,000	6*	Jan. & July.	New York.	1920	....	
1st Mort. for £800,000, guar.....							1st Mortgage, gold	3,000,000	7	"	"	"	1920	....
New York Central & Hudson R.:							Income bonds, non-cum., 1880..	3,000,000	6	"	"	"	1920	....
Debt Certificates (N. Y. Cent.)	6,632,900	6	May & Nov.	New York.	1883	....	Terminal Mortgage bonds, 1880.	600,000	7	"	"	"	1920	....
Bonds for B. & N. F. st. k. (")	74,500	6	"	"	"	1883	....	Ohio and West Virginia:							
Bonds for R. R. Stocks (")	592,000	6	"	"	"	1883	....	1st Mortgage sinking fund.....	1,584,000	7	May & Nov.	New York.	1910	....
Bonds for Real Estate (")	167,000	6	"	"	"	1883	....	Old Colony:							
Bonds of 1884 renewed (")	2,391,300	6	June & Dec.	"	"	1887	....	Plain Bonds	1,100,000	6	March & Sept.	Boston.	1898	....
2d Mort. (Hudson River) S. F.:	1,423,200	7	"	"	"	1885	....	Plain Bonds	32,000	6	"	"	"	1884	....
1st Mort., coup. }								Plain Bonds	1,692,000	7	"	"	"	1894	....
1st Mort., reg'd } for \$30,000,000	18,728,000	7	Jan. & July.	"	"	1903	....	Plain Bonds	390,500	7	Various	"	"	1881	....
1st Mort. Sterling for £2,000,000	9,733,333	6*	"	"	"	1903	....	Plain Bonds	500,000	6	June & Dec.	"	"	1895	....
New York City and Northern:								Plain Bonds	2,000,000	6	Feb. & Aug.	"	"	1897	....
Consol. Mort. for \$4,000,000.....	3,427,000	6	May & Nov.	New York.	1910	....		Oil Creek (Buffalo, Pittsb. & W.):							
New York Elevated:								1st Mortgage	550,000	7	April & Oct.	Philadelphia.	1892	....
1st Mortgage \$ & £	8,500,000	7	Jan. & July.	New York.	1906	....		Omaha and Southwestern:							
New York and Greenwood Lake:								1st Mortgage, guar	1,034,000	8	June & Dec.	Boston.	1893	....
1st Mortgage	900,000	7	Feb. & Aug.	New York.	....	....		Oregon and California:							
2d Mortgage, Income	1,800,000	7	March & Sept.	"	....	....		1st Mortgage, gold	10,960,000	7*	April & Oct.	Frankfort.	1890	....
New York and Harlem:								Oregon Central:							
Consol. Mort. for \$12,000,000....	10,500,000	7	May & Nov.	New York.	1900	....		1st Mortgage	4,398,000	7	Jan. & July.	New York.	1891	....
Sinking Fund Mortgage of 1861.	107,704	7	Jan. & July.	"	1881	....		2d Mortgage	300,000	7	March & Sept.	"	"	1906	....
N. York, Houston & Nor.:								Oregon Pacific:							
1st Mortgage	249,000	7*	April & Oct.	New York.	1902	....		1st Mortgage, land grant, gold..	25,000 pm	6*	April & Oct.	N. Y. & Lond	1900	....
New York, Lake Erie & West.):								Oswego and Rome (R. W. & O.):							
1st Mortgage, extended.....	2,482,000	7	May & Nov.	New York.	1897	....		1st Mortgage, guar	350,000	7	May & Nov.	New York.	1915	....
2d Mortgage, convert., extended	2,150,000	5	March & Sept.	"	1919	....		Income Mortgage	200,000	7	Feb. & Aug.	"	"	1891	....
3d Mortgage	4,852,000	7*	"	"	"	1883	....	Oswego and Syracuse (D. L. & W.):							
4th Mortgage, convertible ext'd.	2,937,000	5*	April & Oct.	"	1920	....		1st Mortgage, guaranteed.....	124,000	7	May & Nov.	New York.	'80-'88	....
5th Mortgage convertible.....	709,500	7	June & Dec.	"	1888	....		Consolidated Mortgage, guar....	338,900	7	March & Sept.	"	"	1907	....
Buffalo Branch, 1st mortgage....	183,000	7	Jan. & July.	"	1891	....		Ottawa, Oswego and Fox River:							
Long Dock Mortgage	3,000,000	7	June & Dec.	"	1893	....		1st Mortgage guar by C. B. & Q.	1,078,000	8	Jan. & July.	N. Y. & Bos.	1900	....
1st Consol Mortgage, gold.....	16,556,000	7*	March & Sept.	N. Y. or Lond.	1920	....		Paducah and Elizabethtown:							
1st Consol M. Fund. Coup. Bds	3,999,248	6*	"	"	1920	....		1st Mortgage	299,994	8	Feb. & Aug.	New York.	1897	....
New 2d Consol. Mort., gold.....	24,400,000	6*	June & Dec.	"	1909	....		2d Mortgage Income	1,141,000	7	April.	"	"	1897	....
New 2d do. funded coupons.....	8,597,400	6*	"	"	1909	....		Painesville and Youngstown:							
Income bonds (non-cumulative)	808,008	5*	"	"	1917	....		1st Mortgage, 1880	150,000	7	Jan. & July.	"	"	1910	....
N. Y. & Man. Beach—See Man.B.								2d Mortgage, Income, 1880.....	859,500	7	"	"	"	....	....
New York and New England:								Panama:							
1st Mort., new for \$10,000,000...	6,488,000	6-7	Jan. & July.	Boston.	1906	....		General Mort., stg. (£1,000,000).	3,000,000	7*	April & Oct.	London.	1897	....
New York, N. Haven & Hartford:								Sinking Fund subdty. gold, 1880	3,000,000	6*	May & Nov.	New York.	1910	....
1st Mort. (Hartford & Portchester)	2,000,000	6-7	April & Oct.	New York.	1903	....		Paterson, Newark & N. Y. (Erie)							
New York, Pennsylvania & Ohio:								1st Mortgage, guar	500,000	7	"	"	"	....	....
Prior Lien Bonds, gold, 1880....	8,000,000	6*	March & Sept.	New York.	1895	....		Pennsylvania:							
1st Mort., gold, Income, 1880....	35,000,000	7*	Jan. & July.	"	1905	....		General Mortgage	19,999,700	6	Jan. & July.	Phil. or Lond	1910	....
2d Mortgage \$ & £ Income, 1880	14,500,000	6*	May & Nov.	"	1910	....		General Mortgage, registered.			April & Oct.	"	"	1910	....
3d Mortgage \$ & £ Income, 1880	30,000,000	6*	"	"	1915	....		Consolidated Mortgage, 1873....	22,861,540	6	M. J. S. & D.	"	"	1905	....
Leased Lines Rental Trust, 1872	3,568,000	4-6	Jan. & July.	"	1902	....		Consolidated Mort. gold, 1879....	6,000,000	6	June & Dec.	"	"	1909	....
Leased Lines Rental Trust, 1873	3,568,000	2-7	"	"	1903	....		State Lien for \$7,500,000, stg. fd.	4,091,675	6*	April & Oct.	Philadelphia.	'81-'90	....
New York, Providence & Boston:								Car Trust bonds (S. F. 10 p. c.)	3,000,000	6*	"	"	"	....	....
1st mortgage	1,000,000	7	Jan. & July.	New York.	1899	....		Pennsylvania Company:							
N. Y. Woodhaven & Rockaway:								Judgment bds (held by Pa. R. R.)	6,400,000	6	"	Philadelphia.	Dem	....	....
1st Mortgage	1,000,000	7	Jan. & July.	New York.	1909	....		Registered bonds	3,200,000	6	J. A. J. & O.	"	"	1907	....
Norfolk & Petersb.—See A. L. M. & O.								Bonds gold, guaranteed, 1881....	10,000,000	4*	"	"	"	1921	....
North Carolina:								Pennsylvania & New York (L. V.):							
1st Mortgage	210,000	8	May & Nov.	Co's Shops, NC.	1888	....		1st Mortgage guaranteed.....	1,500,000	7	June & Dec.	Philadelphia.	1898	....
North Missouri (St. L., K. C. & N.):								1st Mortgage guaranteed.....	1,500,000	7	"	"	"	1906	....
1st Mortgage	6,000,000	7	Jan. & July.	New York.	1895	....		Peoria & Bureau Val. (C. R. L. & P.):							
North Pennsylvania:								1st Mortgage guaranteed.....	800,000	8	Feb. & Aug.	New York.	1898	....
1st Mortgage	1,930,500	6	Jan. & July.	Philadelphia.	1886	....		Peoria Decatur and Evansville:							
2d Mortgage	1,500,000	7	May & Nov.	"	1896	....		1st Mortgage, gold, 1880	1,287,000	6*	Jan. & July.	New York.	1920	....
General Mortgage	2,669,500	7	Jan. & July.	"	1903	....		Income Bonds, non-cum. 1880..	883,000	6	"	"	"	1920	....
Bonds of 1881, secured by stock	1,200,000	6	"	"	"	....		1st Mort. (Evansville Division).	780,000	6	March & Sept.	"	"	1920	....
Northeastern (S. C.):								Income Bonds (do.) non-cum.....	780,000	6	"	"	"	1920	....
1st Mortgage	820,000	8	March & Sept.	Charleston.	1899	....		Peoria, Pekin and Jacksonville:							
2d Mortgage	238,000	8	"	"	1899	....		1st Mortgage	1,000,000	7	Jan. & July.	New York.	1904	....
Northern (Cal.):								2d Mortgage	1,000,000	7	April & Oct.	"	"	1900	....
1st Mortgage	2,435,000	6	"	"	1907	....		Perkiomen (Phila. and Edg.):							
Northern Central (Mich.):								1st Mortgage	799,600	6	April & Oct.	Philadelphia.	1897	....
1st Mortgage	1,525,000	7	"	"	1903	....		Consol. Mort. gold S. F. guar....	1,126,000	6*	June & Dec.	"	"	1912	....
Northern Central:								Peterborough (N. H.):							
1st Mortgage, Md. State loan....	1,500,000	6	J. A. J. & O.	Annapolis.	Irred.	....		Plain Bonds, redeem. after 1882.	100,500	6	April & Oct.	Boston.	1897	....
2d Mortgage S. F. Coupon.....	1,490,000	6	Jan. & July.	Baltimore.	1886	....		Petersburg:							
3d Mortgage S. F. Coupon.....	1,126,000	6	April & Oct.	Phila. & Balt.	1900	....		1st Mortgage (Installments) ..	500,000	8	Jan. & July.	New York.	'79-'88	....
Mortgage coupon.....	2,599,000	6*	Jan. & July.	Baltimore.	1900	....		2d Mortgage	300,000	8	May & Nov.	"	"	1902	....
Mortgage registered.....	205,000	6*	April & Oct.	"	1900	....		Philadelphia and Balt. Central:							
Consol. Gen. Mort. S. F. Coup.	4,473,000	6*	Jan. & July.	Lond. & Balt.	1904	....		1st Mortgage (Penn. Div.)	800,000	7	Jan. & July.	Philadelphia.	1879	....
Second Gen'l Mort. coupon "A"	3,000,000	5*	"	"	1926	....		1st Mortgage (Md. Div.)	300,000	6	"	"	"	1901	....
Second Gen. M. coup. "B" conv.	1,000,000	6	"	"	1926	....		2d Mortgage	400,000	7	"	"	"	1900	....
Northern New Jersey (Erie):								Philadelphia and Erie (Penn.):							
1st Mortgage, extended.....	200,000	6	Jan. & July.	Jersey City.	1888	....		1st Mort. (Sunbury & Erie)....	976,000	7	April & Oct.	Philadelphia	1897	....
2d Mortgage	200,000	7	March & Sept.	"	1889	....		1st Mort. (\$3,000,000 are sterling)	4,000,000	6*	"	Phil. or Lond.	1881	....
Northern Pacific:								2d Mortgage	3,000,000	7					

AMERICAN RAILROAD BOND LIST.

An Asterisk (*) affixed to rate of interest signifies "Payable in Coin."

Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Phila., Newton and New York:							St. Louis, Alton and Terre Haute:						
1st M. guar by Phila. & Rdg.	700,000	6	April & Oct.	Philadelphia.	1897	....	1st Mortgage skg f.d. (Series A)	1,100,000	7	Jan. & July.	New York.	1894	....
Philadelphia, Wilmington & Balt:							1st Mortgage skg f.d. (Series B)	1,100,000	7	April & Oct.	"	1894	....
Mortgage Loan, convertible	240,500	6	Jan. and July.	Phila. & Boat.	1884	....	2d Mortgage preferred (Series C)	1,400,000	7	Feb. & Aug.	"	1894	....
Loan of 1867	1,000,000	6	April & Oct.	"	1887	....	2d Mortgage preferred (Series D)	1,400,000	7	May & Nov.	"	1894	....
Loan of 1872	700,000	6	"	Philadelphia.	1892	....	2d Mortgage Income (Series E)	1,700,000	7	"	"	1894	....
Loan of 1875	800,000	6	"	"	1900	....	Equipment Mortgage	800,000	10	March & Sept.	"	1890	....
Loan of 1880	1,000,000	5	June & Dec.	"	1910	....	St. Louis Iron Mt. and Southern:						
Pittsburg, Cir. & St. Louis (Pa.):							1st Mort. (St. Louis & Iron Mt.)	4,000,000	7	Feb. & Aug.	New York.	1892	....
1st Mort. (Col. & Newark Div.)	455,000	7	Jan. and July.	Philadelphia.	1890	....	2d Mort. (")	6,000,000	7	May & Nov.	N. Y. & Lond.	1897	....
1st Mort. (Staub. & Ird.) conv.	2,000,000	6	Monthly.	New York.	1884	....	1st Mort. L.G. (Arkansas Br'h)	2,600,000	7	June & Dec.	New York	1896	....
Consol. Mortgage for \$100,000	6,641,000	7	Feb. and Aug.	Philadelphia.	1900	....	1st Mort. (Cairo, Ark. & Tex.)	1,450,000	7	"	"	1897	....
Consolidated 2d Mortgage	2,600,000	7	April & Oct.	"	1913	....	1st Mort. (Cairo and Fulton)	7,948,000	7	Jan. & July.	"	1891	....
Pittsburg and Connelleville:							St. Louis, Jacksonville & Chicago:						
1st Mortgage	4,000,000	7	Jan. & July.	Baltimore.	1893	....	1st Mortgage	2,346,000	7	April & Oct.	New York.	1894	....
1st Mort. (Turkis Creek Div.)	226,000	6	Feb. & Aug.	Pittsburg.	1882	....	2d Mortgage	360,000	7	Jan. & July.	"	1898	....
Consol. Mort. guar. by B. & O.	6,500,000	6	Jan. and July.	London.	1926	....	St. Louis, Kansas City & North:						
Pittsburg, Ft. Wayne & Chicago:							1st Mortgage (North Missouri)	6,000,000	7	Jan. & July.	New York.	1895	....
1st Mortgage (Series A)	875,000	7	Jan. & July.	New York	1912	....	Real estate & 2d M. for \$3,000,000	2,998,000	7	March & Sept.	"	1904	....
1st Mortgage (Series B)	875,000	7	Feb. and Aug.	"	1912	....	1st & 2d M. on St. Charles Bridge	1,388,500	7	April & Oct.	"	1908	....
1st Mortgage (Series C)	875,000	7	March & Sept.	"	1912	....	1st Mort. (Omaha Div.) gold	2,350,000	7	"	"	1919	....
1st Mortgage (Series D)	875,000	7	April & Oct.	"	1912	....	1st Mort. (Clarinda Br.) gold	264,000	6	Feb. & Aug.	"	1919	....
1st Mortgage (Series E)	875,000	7	May & Nov.	"	1912	....	St. Louis and San Francisco:						
1st Mortgage (Series F)	875,000	7	June & Dec.	"	1912	....	1st Mort. (South Pacific) gold	7,144,500	6	Jan. & July.	New York.	1888	....
2d Mortgage (Series G)	860,000	7	Jan. and July.	"	1912	....	2d Mortgage A for \$500,000	419,806	6	May & Nov.	"	1906	....
2d Mortgage (Series H)	860,000	7	Feb. & Aug.	"	1912	....	2d Mort. B. & C. for \$5,300,000	6,064,320	5	"	"	1906	....
2d Mortgage (Series I)	860,000	7	March & Sept.	"	1912	....	Equipment Mortgage	1,000,000	7	June & Dec.	"	1895	....
2d Mortgage (Series J)	860,000	7	April and Oct.	"	1912	....	Land Debentures	800,000	10	J. A. J. & O.	"	1884	....
2d Mortgage (Series K)	860,000	7	May and Nov.	"	1912	....	Mo. and Western R. R. Mort.	1,100,000	6	Feb. and Aug.	"	1919	....
2d Mortgage (Series L)	860,000	7	June and Dec.	"	1912	....	Joplin Railroad Bonds	200,000	....	"	"	....	....
2d Mortgage	2,000,000	7	April and Oct.	"	1912	....	St. Louis, Vandalia & Terre Haute:						
Construction Bonds	100,000	7	Jan. & July.	"	1887	....	1st Mortgage, S. F. guaranteed	1,899,000	7	Jan. & July.	New York.	1897	....
Equipment bonds—renewed	1,000,000	8	March & Sept.	"	1884	....	2d Mortgage (A.) guaranteed	1,600,000	7	May & Nov.	"	1893	....
Pittsburg and Lake Erie:							2d Mortgage (B.) convertible	1,000,000	7	"	"	1898	....
1st Mortgage	2,000,000	6	Jan. and July.	N. Y. & Phila.	1928	....	St. Paul, Minn. and Mani'oba:						
Pittsburg, Va. and Charleston:							1st Mort. (St. Paul to St. Anth.)	100,000	8	March & Sept.	New York.	1881	....
1st Mortgage	1,583,000	7	April & Oct.	Philadelphia.	1902	....	1st Mort. (St. Paul to Watab)	366,000	7	Jan. & July.	"	1892	....
Portland & Ogdenburg:							1st Mort. L. G. sinking fund	1,459,800	7	"	N. Y. & Lond	1909	....
1st Mortgage, gold	800,000	6	Jan. & July.	Portland.	1900	....	2d Mortgage, gold	8,000,000	6	April & Oct.	"	1909	....
New Mort. gold, for \$3,500,000	2,268,000	6	May and Nov.	"	1901	....	1st M. (Dakota Ext.) for \$6,000,000	2,250,000	6	May & Nov.	New York.	1910	....
Portland and Rochester:							Sand, Mansfield & Newark (Bd.O.)	2,303,000	7	Jan. & July.	New York.	1902	....
1st Mort. (Portland Loan) skg f.d.	700,000	6	Jan. & July.	Boston.	1887	....	1st Mortgage guaranteed	1,666,000	7	Jan. & July.	"	1897	....
1st Mortgage (equal lien)	350,000	7	April & Oct.	"	1887	....	Savannah, Florida and Western:						
2d Mort. (Portland Loan) S. F.	450,000	6	Various.	"	1891	....	1st Mortgage, Consolidated	300,000	7	"	New York.	1879	....
Port Royal and Augusta:							Mort. Bonds (Sav., Alb. & Gulf)	484,000	7	May & Nov.	"	1888	....
1st Mortgage	250,000	6	Jan. & July.	New York.	1899	....	1st Mort. (So. Ga. and Florida)	200,000	7	"	"	1889	....
Income bonds	1,500,000	6	"	"	1899	....	2d Mort. (")	500,000	7	Jan. & July.	Macon.	1891	....
Portsmouth, Gt. Falls & Conway:							1st Mortgage	500,000	6	March & Sept.	New York.	1924	....
1st Mortgage	1,000,000	4	June & Dec.	Boston.	1937	....	Scioto Valley:						
Providence and Springfield:							1st Mortgage S. F.	1,300,000	7	Jan. & July.	New York.	1896	....
1st Mortgage	500,000	7	Jan. & July.	Providence.	1892	....	2d Mortgage S. F.	200,000	7	April & Oct.	"	1894	....
Providence and Worcester:							Shamokin Valley & Pottsville:						
New bonds	1,242,000	6	Jan. & July.	Providence.	1897	....	1st Mortgage, on road and lands	2,000,000	7	Jan. & July.	Philadelphia.	1901	....
Raleigh and Gaston:							Shenandoah Valley:						
1st Mortgage	820,000	8	Jan. & July.	Phil. & Bal'h.	1898	....	1st Mortgage	2,100,000	7	"	"	1909	....
Reading and Columbia (P. & R.):							2d Mortgage, Income	1,400,000	....	"	"	....	....
1st Mort. Coupon, guaranteed	650,000	7	March & Sept.	New York.	1882	....	Shenango and Allegheny:						
2d Mort. Coupon, guaranteed	350,000	7	June & Dec.	Columbia.	1884	....	1st Mortgage	874,500	7	April & Oct.	New York.	1889	....
1st Mort. (Lancaster & Read.)	350,000	7	Jan. & July.	Philadelphia.	1893	....	Shore Line (N. Y., N. H. & Hart):						
Rensselaer and Saratoga:							1st Mortgage, 1830	200,000	4	March & Sept.	New Haven.	1910	....
Consol. Mort. for \$2,000,000	1,925,000	7	May and Nov.	New York.	1921	....	St. Louis City and Dakota:						
Rhinebeck and Connecticut:							1st Mort. (Dakota Southern)	600,000	7	Feb. & Aug.	New York.	1894	....
1st Mortgage, gold	800,000	7	"	"	....	....	1st M. (Bloux City & Pembina)	300,000	7	June & Dec.	"	1903	....
Richmond and Allegheny:							St. Louis City and Pacific:						
1st Mortgage, gold, 1880	5,000,000	7	"	"	....	....	1st Mortgage	1,628,000	7	Jan. & July.	New York.	1898	....
Richmond and Danville:							2d Mortgage (Gov. Sutsid)	1,628,000	6	"	U.S. Treasury	1898	....
Virginia State Loan, skg. fd.	508,000	6	Jan. & July.	Richmond.	1890	....	Somerset:						
Virginia State bonds, guar.	109,400	6	"	"	1875	....	1st Mortgage, gold	450,000	7	Jan. & July.	"	1891	....
1st Mort. (Piedmont branch)	500,000	6	"	"	1888	....	South Carolina:						
1st Mort. (Northwestern, N. C.)	500,000	6	April and Oct.	N. Y. or Rich.	....	....	1st Mortgage Sterling	1,482,867	6	Jan. & July.	London.	78-'88	....
Consolidated Mortgage	1,766,900	6	May and Nov.	New York.	78-'90	....	1st Mortgage (L.) currency	1,061,500	6	"	New York.	78-'88	....
Gen'l Mort. gold for \$6,000,000	1,728,000	6	April & Oct.	"	1904	....	2d Mort. for \$3,000,000	1,026,500	7	April & Oct.	"	1902	....
R. ch., Frederickburg & Potomac:							Domestic (I) Bonds	1,067,500	7	"	Charleston.	1891	....
Sterling Loan	87,227	6	Jan. & July.	London.	85-'95	....	Domestic (K) Bonds	63,600	6	Jan. & July.	New York.	80-'92	....
Dollar Loan	177,316	6	Various.	Richmon.	80-'90	....	South and North Alabama:						
Dollar Loan, coupon	450,000	8	Jan. & July.	Philadelphia.	81-'91	....	1st Mort., endor. by Ala. gold	391,000	8	Jan. & July.	New York.	1890	....
Richmond and Petersburg:							Sterling Mort., guar. by L. & N.	5,075,040	6	May & Nov.	London.	1903	....
1st Mortgage, coupon	152,000	8	April & Oct.	Richmond.	81-'86	....	Southern Central (N.Y.):						
New Mortgage of 1875	60,000	7	May and Nov.	"	1915	....	1st Mortgage	1,500,000	7	Feb. & Aug.	New York.	1899	....
Rochester and State Line:							2d Mortgage	600,000	7	March & Sept.	"	1892	....
1st Mortgage	2,160,000	7	Jan. & July.	New York.	1902	....	1st Mortgage, Interest Bonds	676,050	7	Feb. & Aug.	"	1897	....
Rock I-land and Pacific:							2d Mortgage, Interest Bonds	42,000	7	March & Sept.	"	1897	....
1st Mortgage	150,000	10	Jan. & July.	New York.	1900	....	Southern Iowa and Cedar Rapids:						
Rome, Watertown & Ogdenab.:							1st Mortgage gold	1,500,000	7	May & Nov.	New York.	1900	....
1st Mortgage (W. & R.) Skg Fd.	422,500	7	March & Sept.	New York.	1910	....	Southern Pacific (Cal.):						
2d Mortgage	1,000,000	7	Jan. & July.	"	1892	1st Mortgage gold land grant	29,520,000	6	April & Oct.	New York.	1905
General Mort. S. F.	1,021,50												

AMERICAN RAILROAD BOND LIST.

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Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.	Description of Bonds.	Amount.	Rate.	Interest Payable.		Due.	Price.
			When.	Where.						When.	Where.		
Summit Branch:							Warren (D. L. & W.):						
1st Mortgage.....	1,000,000	7	Jan. & July.	Philadelphia.	1904	....	1st Mortgage consolidated.....	600,000	7	March & Sept.	New York.	1906	....
Suspens. Bridge & Erie Junction:							2d Mortgage.....	750,000	7	Apr. and Oct.	"	1900	....
1st Mortgage.....	1,000,000	7	.....	.....	.....	....	Wash. City & Ft. Lookout (B&O):						
Syracuse, B'ing. & N.Y. (D.L.&W.):							1st Mortgage, gold.....	540,000	6	June & Dec.	Baltimore.	1903	....
1st Consol. Mortgage.....	1,150,000	7	April & Oct.	New York.	1906	....	Washington City, Va. Mid. & Gt. So.						
2d Mortgage (now 1st).....	270,000	7	June & Dec.	"	1887	....	1st Mort. (O. Alex. & Manassas)	1,050,000	7	Jan. and July.	Baltimore.	1882	....
Syracuse, Chenango and N. Y.							2d Mort. (")	325,000	7	Apr. and Oct.	"	1891	....
1st Mortgage.....	261,400	7	Feb. and Aug.	Syracuse.	1907	....	1st Mort. (Orange & Alexandria)	400,000	6	May and Nov.	"	1873	....
Syracuse, Geneva and Corning:							2d Mort. (")	1,177,500	6	Jan. and July.	"	1875	....
1st Mortgage.....	1,003,000	7	May & Nov.	New York.	1905	....	3d Mort. (")	600,000	6	May and Nov.	"	1873	....
Terre Haute & Indianapolis:							4th Mort. (")	700,000	6	March & Sept.	"	1880	....
Bonds of 1873 for \$1,600,000.....	1,600,000	7	April & Oct.	New York.	1898	....	General Mortgage.....	1,072,000	7	May and Nov.	"	1903	....
Terre Haute & Logans. (T.H.&L.):							1st Mortgage (Lynchb. & Danv.)	1,210,000	6	Apr. and Oct.	"	1896	....
1st Mortgage, guar.....	500,000	6	Jan. & July.	New York.	1910	....	Funded Coup. (Orange & Alex.)	872,949	6	Various.	"	75-'80	....
Texas and New Orleans:							Washington and Ohio:						
1st Mortgage.....	1,050,000	7	Feb. and Aug.	New York.	1906	....	1st Mortgage.....	234,000	7	Apr. and Oct.	New York.	1901	....
Texas and Pacific:							Westchester and Philadelphia:						
1st Mortgage, gold.....	3,481,000	6	Mar. & Sept.	N.Y., Ph. Lon.	1905	....	General Mortgage.....	1,100,000	7	Apr. and Oct.	Philadelphia.	1861	....
2d Mortgage Consolidated.....	7,519,000	6	June & Dec.	"	1905	....	Western of Alabama:						
Income and Land Grant.....	1,177,000	7	July.	N. Y. & Phil.	1915	....	1st Mortgage (Western R.R.)...	600,000	6	Apr. and Oct.	New York.	1888	....
1st Mort. gold. (Rio Grande Div.)	5,000,000	6	Feb. & Aug.	"	1900	....	1st Mortgage (M. & W. Point R.R.)	300,000	6	Jan. & July.	"	1881	....
Texas and St. Louis:							2d Mortgage guar. by Cent. Geor.	1,188,000	6	April & Oct.	"	1890	....
1st Mortgage gold, 1880.....	1,040,000	6	June & Dec.	New York.	1910	....	Western and Atlantic:						
Toledo, Cincinnati & St. Louis:							Income Bonds.....	690,000	10	J. A. J. & O.	Atlanta, Ga.	75-'91	....
1st Mortgage, gold, 1881.....	3,000,000	6	.....	.....	1921	....	Western Maryland:						
Toledo, Delphos and Burlington:							1st Mortgage, unendorsed.....	400,000	6	Jan. and July.	Baltimore.	1890	....
1st Mortgage, 1880.....	2,250,000	6	Jan. and July.	New York.	1910	....	1st Mort. endor. by Balt.....	200,000	6	"	"	1899	....
2d Mort., Income (non-cum) 1880	2,250,000	6	.....	.....	1910	....	2d Mort. (")	300,000	6	"	"	1896	....
Troy and Boston:							2d Mort. endor. by Wash. Co....	300,000	6	"	"	1896	....
1st Mortgage, Consolidated....	1,384,000	7	Jan. & July.	New York.	1894	....	2d Mortgage preferred.....	600,000	6	"	"	1896	....
Convertible Bonds.....	650,000	7	March & Sept.	"	1883	....	3d Mortgage endor. by Balt.....	875,000	6	"	"	1900	....
Ulster and Delaware:							4th Mortgage.....	1,000,000	6	"	"	1902	....
1st Mortgage.....	140,000	7	Jan. & July.	Rondout.	1904	....	Funded Coupons.....	560,250	6	"	"	1890	....
2d Mortgage, Income Bonds....	1,842,800	7	"	"	1904	....	Western Minnesota:						
Union Pacific:							1st Mortgage.....	500,000	7	May and Nov.	New York.	....	....
1st Mortgage gold.....	27,231,000	6	Jan. & July.	N. Y. & Bost.	'96-'99	....	Land Grant bonds.....	100,000	7	"	"	....	....
1st Mort. Land Grant.....	8,399,000	7	April & Oct.	"	1887	....	Western North Carolina:						
2d Mortgage (Gov. subd.).....	27,236,512	6	Jan. & July.	U.S. Treasury.	'96-'99	....	1st Mortgage.....	850,000	7	.....	.....	1890	....
3d Mortgage Sinking Fund.....	15,292,000	6	March & Sept.	N. Y. & Bost.	1893	....	Western Pennsylvania (Penn.):						
Omaha Bridge Bonds Sterling..	2,121,000	8	Apr. & Oct.	London.	1896	....	1st Mortgage.....	800,000	6	Apr. and Oct.	Philadelphia.	1893	....
Collateral Trust Bonds.....	3,632,000	6	Jan. & July.	New York.	1905	....	1st Mortgage (Pittsb. Branch).	1,000,000	6	Jan. and July.	"	1896	....
1st Mortgage (Denver Pacific)..	527,000	7	May & Nov.	"	1899	....	General Mortgage.....	1,200,000	7	Apr. and Oct.	"	1901	....
Union Pacific, Central Branch:							West Jersey:						
1st Mortgage, gold.....	1,600,000	6	May and Nov.	New York.	1896	....	Debenture bonds guar. by C.&A.	400,000	6	March & Sept.	Philadelphia.	1883	....
2d Mortgage (Gov. subd.).....	1,600,000	6	"	U.S. Treasury.	'96-7-8	....	1st Mortgage.....	1,000,000	6	Jan. and July.	"	1896	....
Funded Interest Bonds.....	640,000	7	"	New York.	....	....	1st Mortgage, consolidated.....	1,100,000	7	Apr. and Oct.	"	1890	....
United N. J. R. R. & Canal Cos.:							Consolidated Mortgage.....	128,500	6	May and Nov.	"	1909	....
Loan of 1901 (United Compa's)	5,669,000	6	March & Sept.	Philadelphia.	1901	....	Wilmington, Colum. & Augusta:						
Sterling Loan \$369,200 (U. Co's)	1,846,000	6	"	London.	1894	....	1st Mortgage.....	1,600,000	7	June & Dec.	Baltimore.	1910	....
Sterling Loan \$360,000 (")	1,800,000	6	"	"	1894	....	Wilmington and Weldon:						
Loan of 1894 St. Fund (")	2,000,000	6	April & Oct.	Philadelphia.	1894	....	Sterling Bonds.....	648,700	6	Jan. and July.	London.	1881	....
Loan of 1888 (United Compa's)	154,000	6	Feb. and Aug.	"	1888	....	Sterling Bonds.....	221,400	7	May and Nov.	"	1886	....
Loan of 1903 (")	841,000	6	March & Sept.	"	1906	....	Sinking Fund gold, Bonds.....	749,000	7	Jan. and July.	New York.	1896	....
Loan of 1883 (Camden & Amb'y)	1,700,000	6	Feb. & Aug.	"	1883	....	Wisconsin Central:						
Loan of 1890 (")	886,000	6	June & Dec.	Princeton.	1889	....	1st Mortgage land grant gold...	8,168,000	7	Jan. and July.	Boston.	1901	....
Mortg. Loan (")	5,000,000	6	May & Nov.	Philadelphia.	1889	....	Worcester and Nashua:						
Bond to State (N.J.R.R. & T. Co.)	100,000	7	April & Oct.	N. Y. (Over Dues.)	....	....	Plain Bonds.....	275,000	5	Various.	Worcester.	1887	....
Utah Central:							Plain Bonds.....	250,000	5	Apr. and Oct.	Boston.	1893	....
1st Mortgage, gold.....	1,000,000	6	Jan. & July.	New York.	1890	....	Plain Bonds.....	400,000	6	Feb. and Aug.	"	1895	....
Utah Northern:							CANAL BONDS.						
1st Mortgage.....	3,883,000	7	Jan. & July.	New York.	1908	....	Albemarle and Chesapeake:						
Utah and Pleasant Valley:							Mortgage Bonds.....	500,000	7	Jan. and July.	New York.	1909	....
1st Mortgage, gold.....	900,000	7	May and Nov.	New York.	1904	....	Chesapeake and Delaware:						
Utah Southern:							1st Mortgage sinking fund.....	1,908,750	6	Jan. and July.	Philadelphia.	1886	....
1st Mortgage, coupon.....	1,125,000	7	Jan. & July.	New York.	1891	....	Chesapeake and Ohio:						
General Mortgage for \$1,950,000.	825,900	7	"	"	1909	....	Sterling Loan guaranteed.....	4,375,000	5	J. A. J. & O.	London.	1890	....
Utah Western:							Preferred Bonds (next lien)	1,699,500	6	Jan. and July.	Baltimore.	1885	....
1st Mortgage.....	720,000	7	.....	.....	1894	....	Delaware Division (L.O. & N.):						
Utica and Black River:							1st Mortgage, guaranteed.....	800,000	6	Jan. & July.	Philadelphia.	1898	....
Bonds of 1871.....	1,112,000	7	Jan. & July.	New York.	1891	....	Delaware and Hudson:						
1st Mort. (Bl. Riv. & Merriestown)	500,000	7	"	"	....	....	1st Mort. (2d series, July 1, 1889)	2,500,000	7	Jan. and July.	New York.	1884	....
1st Mort. (Clayton & Theresa).	200,000	7	"	"	....	....	reg. (3d series, Jan. 1, 1871)	6,481,000	7	"	"	1891	....
Utica, Clinton and Binghamton:							Bonds of 1874 coup. and reg.....	4,856,000	7	Apr. and Oct.	"	1894	....
1st Mortgage.....	800,000	7	Jan. & July.	New York.	1890	....	1st Mortgage (Pennsyl. Div.)...	5,900,000	7	March & Sept.	"	1917	....
Vermont & Canada (Cent. Vt.):							Lehigh Coal and Navigation:						
Bonds guaranteed.....	1,500,000	8	Jan. & July.	Boston.	1891	....	Convertible Debentures.....	41,550	6	June & Dec.	Philadelphia.	1882	....
Mortgage Bonds.....	50,000	6	Apr. and Oct.	"	1909	....	Convertible Loan, gold.....	771,800	6	March & Sept.	"	1894	....
Missisquoi Railroad.....	500,000	7	Jan. & July.	St. Albans.	1891	....	1st Mortgage, registered.....	9,381,840	6	J. A. J. & O.	"	1884	....
Vermont and Massachusetts:							1st Mortgage, reg. (R. R.).....	2,000,000	6	F. M. A. & N.	"	1897	....
1st Mortgage sinking fund.....	550,000	6	Jan. & July.	Boston.	1883	....	Mortgage (equip.) Loan, gold...	4,653,000	6	June & Dec.	"	1897	....
Convertible bonds.....	150,000	7	"	"	1888	....	Consolidated Mortgage.....	2,464,000	7	"	"	1911	....
Vicksburg and Meridian:							Greenwood Mortgage Loan.....	675,000	7	Feb. and Aug.	"	1892	....
General (1st series (red)).....	703,000	7	Jan. and July.	Vicksburg.	1890	....	Morris (and banking):						
2d series (blue).....	350,000	7	"	"	1890	....	1st Mortgage.....	780,000	7	Apr. and Oct.	Philadelphia.	1908	....
Mortgage (3d series (black))...	138,000	7	"	"	1890	....	Bost. Loan, sinking fund.....	220,000	7	"	"	1893	....
4th series (not end.)...	1,180,500	7	Apr. and Oct.	"	1890	....	Preferred Stock Dividend Scrip.	105,164	7	Feb. and Aug.	"	1899	....
Wabash, St. Louis and Pacific:							Pennsylvania:						
General Mort. for \$50,000,000...	8,000,000	6	June & Dec.	New York.	1920	....	Gen'l Mort. guar. by Pa. R. R.	3,000,000					

	1973	1972	Assets and Liabilities	Assets and Liabilities
Assets				
Current Assets				
Cash and Cash Equivalents				
Accounts Receivable				
Inventory				
Prepaid Expenses				
Other Current Assets				
Non-current Assets				
Property, Plant, and Equipment				
Intangible Assets				
Other Non-current Assets				
Liabilities				
Current Liabilities				
Accounts Payable				
Short-Term Debt				
Other Current Liabilities				
Non-current Liabilities				
Long-Term Debt				
Other Non-current Liabilities				
Equity				
Common Stock				
Retained Earnings				
Other Equity				

548 789 354 825

[illegible]

RAILROAD SHARE LIST, INCLUDING MILEAGE, ROLLING STOCK, DEBTS, INCOME, DIVIDENDS, &c., &c.

An asterisk (*) occurring in the column headed "Rolling Stock" signifies that the cost thereof is included, in that headed "Railroad." A dash (—) across the column signifies "all," and running dots (....) signify "not ascertained."

Years ending	Railroad.			Rolling Stock.			Companies.			Property and Assets.				Abstract of General Balance Sheet.				Operations.			Earnings.		Market.	Value of Shares.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																							
	Main Line.		Branch Line.	Gauge of Track.		Engines.		Cars.		Freight.	Pass.	B. M. E.	Assets.	Accounts and Cash.	Stocks.	Bonds.	Accounts.	Surplus Income.	Railroad Operated.	Trains Moved.	Passengers.	Freight.			Gross.	Net.	Dividends.																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																				
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Dec. 31, 1879	1,579	449	484	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	116	1,039	124	11

Nov. 20, 1879	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Dec. 31, 1879	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Jan. 31, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Feb. 28, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Mar. 31, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Apr. 30, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
May 31, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Jun. 30, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Jul. 31, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Aug. 31, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Sep. 30, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Oct. 31, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Nov. 30, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50
Dec. 31, 1880	102.99	228.6	712.4	8.8	478.438	76.508	Philadelphia & Reading	30,513,089	9,555,442	97,587,549	16,287,139	34,273,176	77,924,791	11,650,979	930,908	522.1	1,974,735	7,908,648	12,335,566	13,104,382	1,113,011	50

Railroads in Mexico.

The Mexican treasury has paid, thus far, in subventions to railroads for sections recently completed, a little over \$1,200,000.

The statutes formed by the Central Railroad company have been approved by the executive, and work goes on with the accustomed activity.

The National Mexican Construction company also continues its work between this capital and Toluca, with the greatest energy. Gen. Diaz, the secretary of public works, accompanied by other distinguished persons made a trip to inspect the road, finding it satisfactory.

The Sonora railroad company has delivered up to the federal agent the second section, comprising ten kilometres of track; and according to the last intelligence forty more kilometres were to be received, lacking only the completion of a few small bridges. The company is already in possession of six American eight-wheeled locomotives, which afford the advantage of facilitating the passage through the curves on the road. Materials are being periodically received, and it is believed that before the next rainy season sets in the track will reach Hermosillo, one of the most important points on the line.

In the first days of the present month the work of construction on the Jalapa and Vera Cruz railroad, which we have spoken of in our former reviews, has been inaugurated. The works on the line between Jalapa and Chalchicomula have also been inaugurated.

The work on the Puebla and Izucar de Matamoros railroad is going on with the greatest activity; on the section between Puebla and Cholula, already in operation, there was a movement, during the months of January and February, of over 18,000 passengers.

The work of the branch which is to connect the Morelos and Vera Cruz trunk lines, as well as those of another branch which is to connect this capital with the town of Texcoco, having its junction at the Los Reyes station, on the Morelos railway, has already begun.

The twenty-seventh kilometre of the line from Pachuca to Tulancingo is now completed; trains are running through the sections already completed.

The reconnoissances for the railroad from Tampico to San Luis Potosi, to be constructed by the Mexican Central company (the buyers of the concession), are being continued.

The work on the San Martin Texmelucan line is being pushed on.

The concession made by the federal government to the state of Chihuahua for the construction of a railroad has been transferred by the latter to the Mexican Central Railroad company.

Mr. Walheim, the chief engineer of the surveying party sent to Mexico by the International and Great Northern Railroad company of Texas, has arrived at Monterey with his party of engineers, with the purpose of surveying the places where that railroad is to connect with the great lines here projected.

The ship Silver Wing has brought to Minatitlan 7,964 packages for the Tehuantepec railroad.

The cars for the Tepic city railway, manufactured in the United States, have been received in that city.

Large cargoes of rails for the San Luis and Tampico railroad have left England.

Six wagons loaded with tools for the Sullivan Palmer railroad works at Marelia, have recently been dispatched to that place.

It is reported that the Tehuantepec Railroad company having raised the necessary funds a

great impulse shall be given to the works on that line.

The railroad movement which has recently taken place in our country is so remarkable, that, according to the returns received at the department of public works, 1,097 1/2 kilometres of railroad have been already built, and in every one of the different lines work is being carried on with the utmost activity.

The Mexican railroad, which runs between this capital and the Port of Vera Cruz, with branches to Pueblo and Jalapa, carried during the year 1879, 287,326 passengers, and 177,834 1/2 tons of freight. During the year 1880, there has been a larger traffic, and the number of passengers amounted to 318,348, while the freight transported reached the amount of 228,359 tons and 315 kilogrammes. [—City of Mexico, two Republics, April 8.]

Grand Trunk, Georgian Bay and Lake Erie Railway.

A meeting of the bondholders of the Stratford and Huron Railway Company was held at Stratford, Ontario, on the 16th inst., to confirm the act of amalgamation with the Port Dover and Lake Huron Railway and the Georgian Bay and Wellington Railway, which was unanimously passed. The name of these roads is now changed to the Grand Trunk, Georgian Bay and Lake Erie Railway. The Directors of the Stratford and Huron Railway are taking active steps to complete their railway to Wiarton this fall. Over 200 cars of steel rails have already arrived, and track laying has been commenced. They expect to have the road through to Wiarton by the 1st of November next, in time for the fall trade.

The new short line railroad, extending from Savannah, Ga., to Jacksonville, Florida, known as the "cut-off," will be opened to the public on the 1st of May. It runs from Way Cross, Ga., a station on the Savannah, Florida and Western Railway, to Jacksonville, making a saving of time of eight hours compared with the old route. Passengers can go through from Savannah in six hours, the rails and rolling stock being of the best quality. The steamers of the Merchants and Miners' Transportation Company connect with this new line at Savannah.

The New York and Freehold Railroad Company has in course of completion a spur from the depot of the New Jersey Central branch of the Long Branch Railroad at Matawan, to Matawan Junction, and after May 10, all trains from New York will run through without change of cars to Freehold and Keyport.

The Soyran & Orenberg Railway bridge across the river Volga in Russia, just finished, cost \$8,000,000. Where the bridge is built the river is more than a mile wide. The fourteen piers which support the girders are 100 feet above the mean level of the water, and the girders 364 feet long and 30 feet wide.

The track has been laid on the Richmond and Allegheny Railroad to Tye river, a distance of 107 miles from Richmond, which, together with 56 miles laid on the western division, makes a total of 163 miles of road completed within 12 months.

The construction of the Fort Scott and Wichita Railroad was commenced on the 26th inst. at Fort Scott, Kansas.

Philadelphia Stock Exchange.

Closing Prices for the week ending April 26.

	W. 26.	Th. 27.	F. 28.	Sat. 29.	M. 30.	Tu. 28.
Allegheny Val. 13-10s. 125	125	125	125	125	125	125
7s, Income.....	61	65	66	66	64	64
Camden & Am. 6s, 1888.....	115	115	115	115	115	115
6s, 1889.....	115	115	115	115	115	115
Mort. 6s, 1880.....	115	115	115	115	115	115
Camden and Atlantic.....	115	115	115	115	115	115
Preferred.....	115	115	115	115	115	115
1st mortgage.....	115	115	115	115	115	115
2d mortgage.....	115	115	115	115	115	115
Catawissa.....	191	191	191	191	191	191
Preferred.....	191	191	191	191	191	191
7s, new.....	62	62	62	62	62	62
Del. & Bound Brook.....	97	97	97	97	97	97
7s.....	97	97	97	97	97	97
Elmira & Williamsport.....	10	10	10	10	10	10
Preferred.....	10	10	10	10	10	10
Hunt. & B. Top Mt.....	10	10	10	10	10	10
Preferred.....	10	10	10	10	10	10
2d mortgage.....	10	10	10	10	10	10
Lehigh Navigation.....	45	45	45	45	45	45
6s, 1884.....	106	106	106	106	106	106
Gold Loan.....	110	110	110	110	110	110
Railroad Loan.....	110	110	110	110	110	110
Conv. Gold Loan.....	110	110	110	110	110	110
Consol. Mort. 7s.....	61	61	61	61	61	61
Lehigh Valley.....	61	61	61	61	61	61
1st mort. 6s, coupon.....	125	125	125	125	125	125
1st mort. 6s, reg.....	125	125	125	125	125	125
2d mort. 7s.....	125	125	125	125	125	125
Consol. mort. 6s.....	121	121	121	121	121	121
Consol. mort. 6s, reg.....	121	121	121	121	121	121
Little Schuylkill.....	63	63	63	63	63	63
Minerhill & Beh. Haven.....	69	69	69	69	69	69
North Pennsylvania.....	59	59	59	59	59	59
1st mortgage 6s.....	125	125	125	125	125	125
2d mortgage 7s.....	125	125	125	125	125	125
Gen'l mort. 7s, coup.....	125	125	125	125	125	125
Gen'l mort. 7s, reg.....	125	125	125	125	125	125
Northern Central.....	49	49	49	49	49	49
6s.....	100	100	100	100	100	100
Northern Pacific.....	42	42	42	42	42	42
Preferred.....	71	71	71	71	71	71
Pennsylvania R. E.....	68	68	68	68	68	68
1st mortgage.....	125	125	125	125	125	125
Gen'l mortgage.....	125	125	125	125	125	125
Gen'l mort. reg.....	127	127	127	127	127	127
Consol. mort. 6s.....	120	120	120	120	120	120
Consol. mort. 6s, reg.....	120	120	120	120	120	120
Penn. State 3d series.....	104	104	104	104	104	104
do, 3d series 10s.....	104	104	104	104	104	104
do, 6s, new.....	118	118	118	118	118	118
do, 4s.....	118	118	118	118	118	118
Phila. and Reading.....	29	29	29	29	29	29
1st Mortgage 6s.....	119	119	119	119	119	119
7s, of 1893.....	119	119	119	119	119	119
7s, new convertible.....	124	124	124	124	124	124
Consol. mortgage 7s.....	124	124	124	124	124	124
Consol. mortgage reg.....	124	124	124	124	124	124
Gen'l mortgage.....	124	124	124	124	124	124
Philadelphia and Erie.....	27	27	27	27	27	27
1st mortgage, 6s.....	117	117	117	117	117	117
2d mortgage, 7s.....	117	117	117	117	117	117
Pittsb., Cin. & St. L. 7s 125	123	123	123	123	123	123
Pittsb., Titusv. & Buff. 22	21	21	21	21	21	21
7s.....	97	97	97	97	97	97
Schuylkill Navigation.....	125	125	125	125	125	125
Preferred.....	106	106	106	106	106	106
6s, 1872.....	88	88	88	88	88	88
6s, 1885.....	184	184	184	184	184	184
United Co. of N. Jersey 183	21	21	21	21	21	21
Hestonville, (Horse) 22	21	21	21	21	21	21
Chestnut & W. (do).....	21	21	21	21	21	21
Greenand Coates (do).....	21	21	21	21	21	21

Baltimore Stock Exchange.

Closing Prices for the week ending April 26.

	W. 26.	Th. 27.	F. 28.	Sat. 29.	M. 30.	Tu. 28.
Baltimore and Ohio.....	204	204	204	204	204	204
6s, 1880.....	199	199	199	199	199	199
6s, 1886.....	199	199	199	199	199	199
Central Ohio (\$50).....	118	118	118	118	118	118
1st mortgage.....	118	118	118	118	118	118
Marietta & Cincinnati.....	141	141	141	141	141	141
1st mortgage, 7s.....	91	91	91	91	91	91
2d mortgage, 7s.....	46	46	46	46	46	46
3d mortgage, 8s.....	46	46	46	46	46	46
Northern Central (\$50).....	49	49	49	49	49	49
2d mortgage, 6s 1885 110	110	110	110	110	110	110
3d mortgage, 6s, 1902.....	116	116	116	116	116	116
6s, 1900, Gold.....	116	116	116	116	116	116
6s, 1904, gold.....	116	116	116	116	116	116
Orange and Alex. 1st.....	127	127	127	127	127	127
2d mortgage, 6s.....	127	127	127	127	127	127
3d mortgage, 8s.....	127	127	127	127	127	127
4th mortgage, 8s.....	127	127	127	127	127	127
O. Alex. & Manassas 7 102	80	80	80	80	80	80
Pittsb. & Connellsv. 7.....	80	80	80	80	80	80
Virginia 6s, Consol.....	81	81	81	81	81	81
Consol. Coupons.....	98	98	98	98	98	98
10-40 bonds.....	61	61	61	61	61	61
Deferred Certificate 16	17	17	17	17	17	17
Western Maryland.....	118	118	118	118	118	118
1st M., end. by Balt.....	118	118	118	118	118	118
2d M., do.....	118	118	118	118	118	118
3d M., do.....	118	118	118	118	118	118
1st M., unendorsed.....	113	113	113	113	113	113
2d M., end. Wash. Co.....	113	113	113	113	113	113
2d Mort., preferred.....	110	110	110	110	110	110
City Passenger R. R.....	110	110	110	110	110	110

New York Stock Exchange.

(Thursday's quotations follow money article.)
Closing Prices for the week ending April 27.

	Th. 11	F. 22	Sat. 23	M. 24	Tu. 25	W. 27
Adams Express.....	131	130	129	130	130	129
Albany and Susq.....	109	109	109	109	109	109
1st mortgage.....	109	109	109	109	109	109
2d mortgage.....	109	109	109	109	109	109
American Express.....	78	78	78	78	78	78
Atlantic & Pacific Tel. 47	48	48	48	46	46	46
Burl., C. R. & Nor.....	74	74	74	74	74	74
1st mortgage 6s.....	100	100	100	100	100	100
Canada Southern.....	74	74	74	74	74	74
1st mortgage guar.....	100	100	100	100	100	100
Central of N. Jersey.....	98	99	97	98	97	98
1st mortgage 1890.....	119	119	119	119	119	119
7s, consolidated, ass.....	116	116	116	116	116	116
7s, convertible, ass.....	116	116	116	116	116	116
7s, Income.....	99	100	100	99	99	99
Adjustment.....	112	112	112	111	111	112
Central Pacific.....	87	89	87	88	86	86
6s, gold.....	114	115	115	114	114	114
1st M. (San Joaquin).....	114	115	114	114	114	114
1st M. (Cal. and Or.).....	114	115	114	114	114	114
Land grant 6s.....	114	115	114	114	114	114
Chesapeake and Ohio.....	25	25	24	25	25	25
Chicago and Alton.....	134	134	135	135	135	135
Preferred.....	134	134	135	135	135	135
1st mortgage.....	121	121	121	121	121	121
Sinking Fund.....	121	121	121	121	121	121
Ohio, Burl. & Quincy 164	163	164	161	165	164	164
7s Consol. 1903.....	128	128	128	128	128	128
Ohio, Mil. and St. Paul 111	112	111	111	111	111	112
Preferred.....	122	122	122	121	121	122
1st mortgage, 6s.....	122	122	122	122	122	122
2d mortgage, 7 1/2-10s.....	122	122	122	122	122	122
7s, gold.....	121	122	122	122	122	122
1st M. (La Crosse div.).....	121	122	122	122	122	122
1st M. (I. and M. div.).....	122	122	122	122	122	122
1st M. (I. and D. ext.).....	123	123	123	123	123	123
1st M. (H. & D. div.).....	117	117	117	117	117	117
1st M. (C. & M. div.).....	123	123	123	123	123	123
Consolidated B. F.....	123	123	123	123	123	123
Cinc. & Northwestern 122	122	121	121	121	121	122
Preferred.....	123	123	123	123	123	123
1st mortgage.....	110	110	110	110	110	110
Sinking Fund 6s.....	132	132	132	132	132	132
Consolidated 7s.....	134	135	135	135	135	135
Consol. Gold bonds 134	125	125	125	125	125	125
Do. reg.....	125	125	125	125	125	125
Ohio, Rock Isl. & Pac. 135	135	136	136	136	136	136
6s, 1917, c.....	134	134	134	134	134	134
Clev., Col., C. and Ind. 84	87	88	87	87	87	87
1st mortgage.....	87	88	87	87	87	87
Clev. & Pittsburg guar.....	87	88	87	87	87	87
7s, Consolidated.....	87	88	87	87	87	87
4th mortgage.....	25	25	25	25	25	25
Col., Ohl., & Ind. Cent 24	25	25	25	25	25	24
1st mortgage.....	104	103	104	104	104	104
2d mortgage.....	109	108	109	108	108	109
Del. & Hudson Canal 109	109	108	109	108	108	109
Reg. 7s, 1891.....	108	108	108	108	108	108
Reg. 7s, 1884.....	108	108	108	108	108	108
7s, 1894.....	118	118	117	117	117	118
Del., Lack. & Western 118	118	117	117	117	117	118
1st mortgage 7s.....	118	117	117	117	117	118
7s, Consol. 1907.....	118	117	117	117	117	118
Erie Railway.....	118	117	117	117	117	118
1st mortgage.....	106	106	106	106	106	106
2d mort. 6s, ext.....	106	106	106	106	106	106
3d mortgage.....	107	107	107	107	107	107
4th mort. 6s, ext.....	107	107	107	107	107	107
5th mortgage.....	107	107	107	107	107	107
7s, Consol. gold.....	127	127	127	127	127	127
Great Western 1st mort.....	111	111	111	111	111	111
1st mortgage.....	111	111	111	111	111	111
Hannibal & St. Joseph 58	58	58	58	58	58	58
Preferred.....	102	104	103	104	103	103
6s, Convertible.....	102	104	103	104	103	103
Houston & Tex. Cent.....	67	68	70	73	73	73
1st Mortgage.....	111	111	111	111	111	111
Illinois Central.....	186	186	184	184	185	185
Lake Shore & Mich. So. 124	126	124	123	123	123	123
Consol. 7s.....	124	124	124	124	124	124
Consol. 7s, reg.....	124	124	124	124	124	124
2d Consolidated.....	124	124	124	124	124	124
Leh. & W. B. 7s, Con.....	130	130	130	130	130	130
Long Dock bonds.....	130	130	130	130	130	130
Louisville & Nashville.....	92	90	97	97	97	96
7s Consolidated.....	119	119	119	119	119	119
Manhattan.....	28	28	26	24	21	24
Metropolitan Elevated.....	102	98	94	91	87	90
1st Mortgage.....	104	104	104	103	102	104
Michigan Central.....	106	107	106	106	106	107
7s, 1902.....	128	128	128	129	129	129
M. S. and N. I. 1st, S. F.....	122	122	122	122	122	122
Morris and Essex.....	122	122	122	122	122	122
1st mortgage.....	122	122	122	122	122	122
2d mortgage.....	122	122	122	122	122	122
7s of 1871.....	120	120	120	120	120	120
7s, Convertible.....	120	120	120	120	120	120
7s, Consolidated.....	120	120	120	120	120	120
N. Y. Cent. & Hud. Riv. 143	144	143	143	143	142	143
6s, Sinking fund, 1883.....	107	107	107	107	107	107
6s, Sinking fund, 1887, 111	107	107	107	107	107	107
1st mortgage.....	138	138	138	138	138	138
1st mortgage, reg.....	138	138	138	138	138	138
N. Y. Elevated.....	116	114	115	113	108	111
1st mortgage.....	116	115	116	114	114	116
N. York and Harlem.....	116	115	116	114	114	116
Preferred.....	116	115	116	114	114	116
1st mortgage.....	116	115	116	114	114	116
1st mortgage, reg.....	116	115	116	114	114	116

New York Stock Exchange.

(Thursday's quotations follow money article.)
Closing Prices for the week ending April 27.

	Th. 21. F. 22. Sat. 23. M. 24. Tu. 25. W. 27.	Th. 21. F. 22. Sat. 23. M. 24. Tu. 25. W. 27.	Th. 21. F. 22. Sat. 23. M. 24. Tu. 25. W. 27.			
N. Y. Lake Erie & W.	46	46	46	46	46	46
Preferred.....	37	37	37	37	37	37
2d Consolidated.....	102	102	102	102	102	102
New 2d 5s fund.....	98	97	97	97	97	98
N. Y. N. Haven & Harl 179	179	179	179	179	179	179
North Missouri 1st M.....	42	44	43	42	42	42
Northern Pacific.....	42	44	43	42	42	42
Preferred.....	72	73	72	71	71	71
Ohio and Mississippi.....	43	43	42	41	42	43
Preferred.....	126	126	126	126	126	126
Consolidated 7s.....	126	126	126	126	126	126
Consol. Sinking fund.....	126	126	126	126	126	126
Pacific Mail S. S. Co. 61	61	61	61	61	61	61
Pacific R. R. of Mo.....	108	108	108	108	108	108
1st mortgage.....	108	108	108	108	108	108
2d mortgage.....	108	108	108	108	108	108
Panama.....	240	240	240	240	247	247
Philadelphia & Reading 67	67	67	67	67	67	67
Pitts., Ft. W. & Chi. 132	131	129	129	129	129	129
1st mortgage.....	138	138	138	138	138	138
2d mortgage.....	138	138	138	138	138	138
3d mortgage.....	138	138	138	138	138	138
Fullman Palace Car.....	17	18	18	18	18	18
Quicksilver Mining Co.....	17	18	18	18	18	18
Preferred.....	63	63	63	63	63	63
St. Louis & San Fran. 43	43	43	43	43	43	43
Preferred.....	64	64	64	64	64	64
1st Preferred.....	96	97	97	97	97	97
St. L., Alton and T. H. 46	47	48	48	48	48	48
Preferred.....	127	127	127	127	127	127
1st mortgage.....	127	127	127	127	127	127
2d mort. preferred.....	127	127	127	127	127	127
Income bonds.....	127	127	127	127	127	127
St. L., Iron Mt. & S. A. 65	65	65	65	65	65	65
1st mortgage.....	114	114	114	114	114	114
2d mortgage.....	114	114	114	114	114	114
Tol., F. & W. 1st M. D.....	118	118	118	118	118	118
1st mort. West. Div.....	118	118	118	118	118	118
Union Pacific.....	118	118	118	118	118	118
1st mortgage.....	114	114	114	114	114	114
Land Grant 7s.....	114	114	114	114	114	114
Sinking Fund 5s.....	120	120	120	120	120	120
United States Express 64	63	62	62	61	61	61
Wabash.....	63	63	63	63	63	63
1st mortgage.....	114	114	114	114	114	114
2d mortgage.....	114	114	114	114	114	114
7s, Consolidated.....	114	114	114	114	114	114
St. Louis Division.....	114	114	114	114	114	114
Wabash, St. L. & Pac. 46	47	47	47	47	47	47
Preferred.....	89	89	89	89	89	89
New Mort. 7s.....	107	107	107	107	107	107
Wells-Fargo Express.....	118	118	118	118	118	118
Western Pacific bonds.....	118	118	118	118	118	118
Western Union Tel. Co. 116	117	117	117	117	117	117
7s, S. F. conv., 1900.....	117	117	117	117	117	117

Boston Stock Exchange.

Closing Prices for the week ending April 27.

	Th. 21.	F. 22.	Sat. 23.	M. 25.	Tu. 26.	W. 27.
Atch., Top. and Sap. Fe. 136	136	137	138	138	138	138
1st mortgage.....	136	137	138	138	138	138
2d mortgage.....	136	137	138	138	138	138
Land Grant 7s.....	136	137	138	138	138	138
Boston and Albany.....	163	169	170	177	170	170
7s, reg.....	101	101	102	103	103	103
Boston and Lowell.....	150	152	152	152	152	152
Boston and Maine.....	150	152	152	152	152	152
Boston and Providence.....	150	152	152	152	152	152
Boston, Hart. & Erie's 59	59	59	59	59	59	59
Burl. & M. R. L. G. 7s.....	116	116	116	116	116	116
Burl. & M. R. in Neb.....	116	116	116	116	116	116
6s, exempt.....	114	114	114	114	114	114
4s, exempt.....	114	114	114	114	114	114
Ohl., Burl. and Quincy.....	163	163	164	164	164	164
7s.....	163	163	164	164	164	164
Cin. Sand. & Cleve. (\$50) 31	31	31	31	31	31	31
Concord (\$50).....	108	108	108	108	108	108
Connecticut River.....	39	39	39	39	39	39
Eastern.....	39	39	39	39	39	39
New 4 Bonds.....	143	143	144	144	144	144
Fitchburg.....	140	143	144	144	144	144
Kan. C., Top. & West.....	140	143	144	144	144	144
Michigan Central.....	140	143	144	144	144	144
N. Y. & New England.....	57	57	58	58	58	58
7s.....	105	105	105	105	105	105
Northern, N. H.....	105	105	105	105	105	105
Norwich & Worcester.....	105	105	105	105	105	105
Ogden & Lake Cham. 48	48	48	48	48	48	48
Preferred.....	129	130	130	130	130	130
Old Colony.....	128	128	128	128	128	128
Ph., Wil. & Balt. (\$50).....	62	62	65	65	65	65
Port'd, Sac. & Ports.....	113	113	113	113	113	113
Pueblo & Ark. Val. 7s.....	117	117	117	117	117	117
Fullman Palace Car.....	117	117	117	117	117	117
Union Pacific.....	117	117	117	117	117	117
Land Grant 7s.....	117	117	117	117	117	117
Sinking Fund 7s.....	117	117	117	117	117	117
Vermont and Canada.....	17	17	17	17	17	17
Vermont and Mass.....	17	17	17	17	17	17
Worcester and Nashua 61	61	61	61	61	61	61
Cambridge (Horse).....	122	122	122	122	122	122
Metropolitan (").....	122	122	122	122	122	122
Middlesex (").....	122	122	122	122	122	122
Oak & Reola Mining Co. 389	389	389	389	389	389	389
Quincy.....	389	389	389	389	389	389

during the five months ended March, 1881, \$65,819,269, and during the five months ended March, 1880, \$46,200,106; the total values of dairy products for eleven months ended March, 1881, \$22,894,666, and for the eleven months ended March, 1880, \$15,926,186.

The receivers of the Philadelphia and Reading Companies announce that, on May 2, they will pay six months' interest, to March 1st, on the receivers' certificates, for materials and supplies issued last September. They also announce that, on May 1st, they will buy, at the rate of five per cent per annum, the May interest of the Schuylkill Navigation Boat and Improvement Loans then due.

The Governing Committee of the Stock Exchange have placed the stock of the reorganized Indiana, Bloomington and Western Railway, \$8,500,000, on the regular list. The committee also listed the first mortgage bonds of the Gulf, Colorado and Santa Fe Railway Company, amounting to \$2,712,000.

The statement of the business of all lines of the Pennsylvania Railroad Company east of Pittsburgh and Erie for March, 1881, as compared with the same month in 1880, shows an increase in gross earnings of \$566,118, an increase in expenses of \$278,140, an increase in net earnings of \$287,978. The three months of 1881, as compared with the same period in 1880, show an increase in gross earnings of \$822,820, an increase in expenses of \$768,357, increase in net earnings of \$54,463. All lines west of Pittsburgh and Erie for the three months of 1881 show a surplus over liabilities of \$966,937, being a decrease as compared with the same period in 1880 of \$82,192.

The closing quotations on Thursday were: Adams Express, 129½@130; American Express, 78@78¾; American District Telegraph, 60¼@60¾; Atlantic and Pacific Telegraph, 46@48; Chicago, Burlington and Quincy, 161@164½; Canada Southern, 74¼@75¼; Chicago and Northwestern, 122@122½; do. pref., 133@136; Central Pacific, 86¾@86¾; Chicago, Milwaukee and St. Paul, 112½@112½; do. pref., 124½@125; Chicago, Rock Island and Pacific, 135½@136; Cleveland, Columbus, Cincinnati and Indianapolis, 87@88; Columbus, Chicago and Indiana Central, 24¼@25; Delaware and Hudson Canal, —@108½; Delaware, Lackawanna and Western, 117½@117½; Hannibal and St. Joseph, 58¾@58¾; do. pref., 104¾@104¾; Illinois Central, 136½@136½; Lake Erie and Western, 50@52; Lake Shore and Michigan Southern, 125@125½; Metropolitan Elevated, 83½@83¾; Manhattan Elevated, 23¼@23½; Michigan Central, 107½@107¾; New York Elevated, 107½@108; New York, Lake Erie and Western, 46¾@46¾; do. pref., 87½@88; New York Central and Hudson River, 144¼@144½; Ohio and Mississippi 48¾@48¾; Ohio Central, 29¼@29¼; Pacific Mail, 51½@52; St. Louis, Alton and Terre Haute, 55½@56; do. pref., 128@129; Texas and Pacific, 60¼@60¼; Union Pacific, 117@117½; United States Express, 61¼@62¼; Wells Fargo Express, 117½@118½; Western Union Telegraph, 116½@116½; do. ex. div., 81¼@81½; Wabash, St. Louis and Pacific, 47¾@47¾; do. pref., 87¾@88.

The following quotations of sales of Railway and other securities, for the week, are in addition to those given elsewhere in our columns:

New York.—Atchison, Colorado and Pacific 1st, 101; Boston and New York Air Line, 46; Boston, Hartford and Erie 1st, 62; Central Iowa 1st, 113½; Cedar Falls and Minnesota, 22; Chicago, St. Louis and New Orleans, 75¾; Chesapeake and Ohio 1st pref., 41; do. 2d pref., 30; do. cur. int., 55½; do. 1st, Series B, 84½; Chicago, St. Paul, Minneapolis and Omaha, 42¾; do. pref., 97; do. consol., 103¾; Cincinnati, Sandusky and Cleveland, 62¾; Cairo and Fulton 1st, 111¾; Chicago, Milwaukee and St. Paul, S. W. div. 6r, 106¾; Col., Chi. and Ind. Cent. Inc., 73; do. 1st, Trust Co. certif. ass. sup., 121; Chicago, St. Paul and Minneapolis 1st, 103¾; Chicago and Eastern Illinois, 90; do. Inc., 100; Denver and Rio Grande, 105¾; do. 1st, 118½; do. 1st consol., 113¾; Denver, South Park and Pacific 1st, 109; Houston and Texas Central 1st inc. and ind., 103; do. 2d, M. L., 124; I. & J., Bloom. and Western, 96; do. 1st, 89; do. 2d, 80; do. Inc., 95¾; International and Gt. Northern, 90; do. 1st, 113¾; do. 2d Inc., 100½; Indianapolis, Decatur and Springfield 1st, 106; do. 2d Inc., 76; Keokuk and Des Moines 1st, 102; Kansas Pacific 1st consol., 107¾; do. 6s, Denver Div. ass., 110¾; do. 7s Leavenworth Branch, 150; Louisville, New Albany and Chicago, 80; Lake Erie and Western, 51; do. 1st, 109; do. Inc., 76¾; Lehigh and Wilkesbarre consol. ass., 110; do. Inc., 98; Laf., Bloom. and Maucle 1st, 109; Louisville and Nashville Gen'l mort., 6s, 106¾; Louisiana and Missouri River, 24¾; Manhattan Beach, 55½; do. 7s, 96; Marietta and Cincinnati 1st pref., 17¾; do. 2d pref., 9½; Mobile and Ohio, 28; do. 1st debent., 89½; do. 2d debent., 60; do. 3d debent., 47; Missouri, Kansas and Texas, 45¾; do. consol. ass., 108; do. 2d, 84; Memphis and Charleston, 56; Milwaukee, Lake Shore and Western, 50¾; Metropolitan Elevated 2d, 90½; Missouri Pacific 1st consol., 108¾; Minneapolis and St. Louis 1st, Iowa Ext., 111; Nashville, Chattanooga and St. Louis, 84; do. 1st, 118; New York, Ontario and Western, 83¾; New Orleans, Mobile and Ohio 1st, 102; Ohio Central, 29½; do. 1st, 103; do. Inc., 62¾; Oregon Railway and Nav., 153; do. 1st, 108½; Ohio and Mississippi 1st, Springfield div., 116¾; Ogdensburg and Lake Champlain Inc., 64; Peoria, Decatur and Evansville, 38½; do. 1st, 106½; do. Inc. Evansville div., 78½; Rome, Watertown and Ogdensburg 1st consol., 86; Rochester and Pittsburgh, 29¾; do. 1st, 102½; do. Inc., 51; St. Paul, Minn. and Man., 91; do. 1st, 110½; Southern Pacific of California 1st, 102; St. Louis and Iron Mt., 1st pref. inc., 95½; do. 2d pref. inc., 87½; do. Ark. Branch 1st, 115; St. Paul and Duluth, 86; do. pref., 78¾; St. Louis, Kansas City and Northern, St. Charles Bridge, 100; St. Paul and Sioux City 1st, 110; South Side 1st, 104½; St. Louis and San Francisco 2d, class A, 105; do. B, 93½; Toledo, Delphos and Burlington, 27½; Toledo, Peoria and Western, 1st, 116½; Texas and Pacific, 62; do. Income L. G., 87; do. Rio Grande div. 1st, 97¾; Union Pacific Col. Trust 6s, 108¾; Utah Southern Gen'l mort. 7s, 109¾; Wabash, St. Louis and Pacific, Gen'l mort., 6s,

100%; Alabama Class A, 72; Alabama 6s, issued Chatham R. R., 12; Georgia 6s, 1886, 113; Louisiana 7s, consol., 60; Missouri 6s, 1896, 110½; do. 1887, 112; do. 1888, 118½; North Carolina 6s, S. T., 2d class, 8½; South Carolina 6s, fund., 10; Tennessee 6s, new, 73¾; do. old, 72¾; Virginia 6s, def., 181¾; Virginia 6s, consol. ex-mat. coupon, 81; Am. Dist. Tel., 61; Sutro Tunnel, 2½; Canton Co., 60; Colorado Coal and Iron, 54; do. 6s, 95; Cameron Coal, 25; Maryland Coal, 27; New Central Coal, 27; Caribou Mining, 8½; Central, 4½; Deadwood, 10; Excelsior, 5; Little Pittsburg, 8¾; Mariposa, 6; do. pref., 9½; Ontario, 87; Standard, 24; Star-mont, 8½; Silver Cliff, 63¾.

Boston.—Atlantic and Pacific Block, 120; do. 6s, gold, 102¾; Atchison, Topeka and Santa Fe 7s, Dutch Stamp, 120½; do. 5s, 1909, 99¾; Atchison, Colorado and Pacific 6s, 1905, 101; Atchison and Nebraska 7s, 1907, 117; Boston Water Power, 10¾; Boston Land, 10½; Burlington and Missouri River in Nebraska 6s, non-exempt, 105½; Boston, Clinton, Fitchburg and New Bedford pref., 124; Boston and Maine 7s, 1894, 127½; Boston, Concord and Montreal 6s, 1898, 107¾; Boston, Revere Beach and Lynn, 123¾; Chicago, Milwaukee and St. Paul, Dubuque div. 6s, 107; do. Wis. Valley div., 6s, 103; Central Iowa, 85; do. 1st pref., 59½; Chicago and West Michigan, 84½; Chicago and Eastern Illinois, 90; Cheshire pref., 58; Connotton Valley, 26; do. 7s, 1919, 91¾; Chicago, Burlington and Quincy 4s, 1919, 92¾; Detroit, Lansing and Northern pref., 107; Danville, Onley and Ohio River 7s, 97; Detroit and Bay City 8s, 1903, guar., 112½; Eastern (N. H.) R. R., 98; Essex R. R. 6s, guar. by Eastern, 104½; Flint and Pere Marquette, 30; do. pref., 95; Framingham and Lowell 6s, 94; Ionia and Lansing 8s, 1889, 115; Kansas City and Cameron 10s, 1892, 123½; Kansas City, Fort Scott and Gulf, 91½; do. pref., 122½; do. 7s, 112; Kansas City, St. Joseph and Council Bluffs 7s, 118½; Little Rock and Ft. Smith, 83; do. 7s, 116½; Louisiana and Missouri River, 25; do. pref., 40; Lynn and Boston 6s, 1900, 113; Lincoln and Northwestern 7s, 1910, 117; Marquette, Houghton and Ontonagon, 45; do. pref., 85; do. 6s, 100; Mexican Central Blocks, new series, 102; do. old, 114; Massachusetts Central, 6s, 97½; Maine Central, 3s, do. 6s, consol., 116½; Metropolitan Horse, 7s, 1884, 107½; New York and New England 6s, 110; New Mexico and Southern Pacific 7s, 1909, 115½; Ogdensburg and Lake Champlain Income, 65; do. consol. 6s, 95; Old Colony 7s, 1894, 126¾; Rutland, 5¾; do. pref., 31¾; do. 5s, 80; Republican Valley 6s, E. D., 105; Summit Branch, 25½; Sonora Block No. 3, 225; Southern Kansas and Western 7s, 110; Stanstead, Shetford and Chamby 7s, 1887, 85; Sioux City and Pacific 6s, 1898, 103; Toledo, Delphos and Burlington, 13¾; Vermont Central 7s, 1888, consol., 13¾; Wisconsin Central, 26½; do. 2d series, 76; Maine State 6s, 1889, 118¾; Massachusetts 5s, 1894, Bounty, 103½; Bangor 6s, 1899, 113¾; Boston 6s, 1894, 123½; Chicago 7s, 1887, 113; Providence 5s, 1906, gold, 117½; Allouez Mining Co., 3; Blue Hill, 3½; Crescent, 1½; Catalpa, 2½; Central, 31; Copper Falls, 9; Duncan,

8; Empire, 1; Franklin, 12; Harshaw, 10; Huron, 8½; Phoenix, 1½; Pewabic, 16; Ridge, 3½; Sullivan, 2½; Silver Islet, 34.

Philadelphia.—Am. S. S. Co. 6s, 108; Allegheny Valley Income scrip, 49; Catawissa new pref., 51; Central Transp., 41½; Cincinnati 7-30s, J. & J., 129½; Huntingdon and Broad To Mt. consol. 7s, 94½; do. 5s, 77½; do. 1st 7s, 121½; Norfolk and Western pref., 51½; Philadelphia and Reading R. R. scrip, 62; do. consol. mort. gold 6s, 114; Pennsylvania Company 6s, 107½; People's Pass. 7s, 109; Pennsylvania Canal 6s, 98½; Perkiomen 6s, 101½; St. Paul and Duluth pref., 78; Shamokin, Hazleton and Wilkesbarre 2d, 22; Texas and Pacific, 60½; do. consol. mort. 6s, 104½; Union and Titusville 7s, 102½; West Jersey and Atlantic 6s, 110. The latest quotations are: City 6s, 115 @116; do. free of tax, 126 @128½; do. 4s, new, 106 @113; Pennsylvania State 6s, 3d series, 104½ @105; do. 5s, new loan, 117½ @118½; do. 4s, new, 111 @—; Philadelphia and Reading R. R., 28½ @28½; do. consol. mort. 7s, comp. 124 @124½; do. reg., 124 @124½; do. mort. 6s, 118 @120; do. 7s, 1893, 119½ @121; United New Jersey R. R. and Canal, 184½ @185; Buffalo, Pittsburgh and Western, 21½ @21½; Pittsburgh, Titusville and Buffalo 7s, 96½ @97½; Camden and Amboy mort. 6s, 1889, 116 @—; Pennsylvania R. R., 69½ @69½; do. gen'l mort., coupon, 124½ @—; do. reg., 124 @127; do. consol. mort. 6s, reg., 120 @—; Little Schuylkill R. R., 52½ @53½; Morris Canal pref., 164 @—; Schuylkill Nav., 5¼ @6; do. pref., 12½ @12½; do. 6s, 1882, 88 @89; do. 1872, 106 @107; Elmira and Williamsport pref., 54 @—; do. 6s, 115 @115½; do. 5s, 98 @100; Lehigh Coal and Navigation, 44½ @45½; do. 6s, 1884, 106½ @106½; do. R. R. loan, 115 @118; do. Gold Loan, 116½ @—; do. consol. 7s, 119½ @—; Northern Pacific, 41½ @42; do. pref. 71½ @72½; North Pennsylvania, 59 @59½; do. 6s, 107 @108; do. 7s, 122 @122½; do. Gen'l mort. 7s, reg., 123 @—; Philadelphia and Erie, 27 @27½; do. 6s, 102½ @102½; do. 7s, 117½ @117½; Minehill, 59½ @60; Catawissa, 22½ @22½; do. pref., 52½ @53; do. new pref., 51 @51½; do. 7s, 1900, 120 @—; Lehigh Valley 61½ @61½; do. 6s, coupon, 125 @127; do. reg., 125 @127; do. 2d mort. 7s, 136 @137; do. consol. mort., 121 @121½; Fifth and Sixth streets (horse), 125 @—; Second and Third, 111 @112½; Thirteenth and Fifteenth, 70 @75; Spruce and Pine, 49 @55; Green and Coates, 75 @93; Chestnut and Walnut, 96 @100; Hestonville, 21½ @21½; Germantown, 75 @76; Union, 119 @125; Lombard and South, 26 @26½; West Philadelphia, 90 @91; People's, 22½ @23½; Continental, 106 @108.

Baltimore.—Atlanta and Charlotte, 73; do. 1st, 108; Atlantic Coal, 125; Baltimore and Ohio 1st pref., 122; do. 2d pref., 122; Baltimore City 6s, 1890, 119½; do. 6s, 1886, 118; do. 6s, 1886, new, 110; do. 6s, 1884, 107; do. 4s, 1920, 109; do. 6s, 1894, 118; do. 5s, 1916, 123½; Canton Co. 6s, gold, 116; Cincinnati and Baltimore 7s, 114; Marietta and Cincinnati 1st Sterling, 118; Memphis and Charleston, 56½; Northern Central 5s, 100; Norfolk and Western pref., 52; North Carolina 4s, 85; Parkersburg Branch, 16; Pittsburgh and Connellsville, 12½; Richmond

and Danville, 98; do. bonds, 1885, 106; South Side 8d, 108½; Union R. R. bonds, endorsed by Canton Co., 119½; Virginia and Tennessee 2d, 103; Virginia Peellers, 88; do. Peeler coupons, 16½; Virginia Black Scrip, 13½; Virginia 40 coupons, 98½; Western Maryland 6s, guar. by Washington Co., 113; Wilmington, Columbia and Augusta 6s, 110. The latest quotations are: Baltimore and Ohio R. R., @200; Baltimore City Passenger R. R., 88 @88½; Cincinnati and Baltimore 7s, 114 @—; Central Ohio 6s, 118½ @114; Charlotte, Columbia and Augusta, 39 @42; Marietta and Cincinnati 2d, 91½ @92; do. 3d, 46½ @46½; Northern Central, 51½ @—; do. 6s, 1900, gold, 116½ @117; do. 6s, 1904, gold, @117; do. 5s, 1926, 99½ @100; Orange, Alex. and Manassas 7s, 103 @104½; Ohio and Mississippi 7s, S. F., 119 @—; do. 2d mort., 122½ @—; do. 7s, Springfield div., 115 @116½; Pittsburgh and Connellsville 7s, 124 @125½; South Side 1st, 110 @—; Union Canal indorsed, 119½ @119½; Virginia and Tennessee 2d, 103 @—; Wilmington and Weldon 7s, 117½ @—; Western Maryland 2d pref., 109½ @110; do. 6s, guar. by Washington Co., 118 @115½; Maryland Defense 6s, 107½ @108½; Virginia Consols, 80½ @80½; do. 2d, 88 @88½; 10-40s, 50½ @51½; Baltimore City 5s, 1894, @117; do. 5s, 1900, @118; do. 5s, 1916, 123 @—; do. 4s, 1920, 109 @109½; do. 6s, 1890, 119½ @119½; do. 6s, 1902, new, @129.

Philadelphia and Reading "Blanket" Mortgage.

In the United States Circuit Court, Philadelphia, on the 27th inst., Judges McKennan and Butler made the following decree restraining the issue of the "blanket" mortgage bonds by the Philadelphia and Reading Railroad Company:

"And now, on this 27th day of April, 1881, it is ordered and decreed that until the final hearing of this case, or until further order of this court, the defendant corporation and the other defendants, and each of them, are, and they hereby are, enjoined from executing this mortgage upon the property of the company for \$150,000, as mentioned in the bill, and from executing any bonds or obligations secured by such mortgage upon the property of the company, and from doing any act toward the carrying out of the scheme of an issue of bonds or obligations as a part of an issue or issue, amounting in the aggregating to \$150,000, to be secured as set forth in the bill and the exhibits thereto attached."

Judge McKennan informed counsel for F. B. Gowen that the decree did not deprive him of the right to present any new plan to the court for the financial reorganization of the company.

The certain success of the Treasury policy of refunding is shown by the fact that it has become necessary to send two loan experts to Europe to take charge of the exchange of six per cents for the stamped three and a half per cents. It was thought that although the plan might be successful in this country, the foreign holders would prefer have their bonds redeemed, but the advices at the Treasury from Europe show that the holders of our bonds there cannot find any European investments which offer the same security at any better rate of interest than three and a half per cent.

The Elevated Railway which has been built by the Pennsylvania Railroad Company from its Depot in West Philadelphia to New Depot at Fif-

teenth and Filbert streets, Philadelphia, will be opened for freight traffic on the 2d of May.

The stockholders of the Connecticut Valley Railroad Company, at a meeting held in Hartford on the 28d inst., voted to accept their amended charter, and to extend their road northward to Springfield and Holyoke. The work upon the extension will be begun about the middle of May. The newly organized company which represents \$750,000 of the original \$1,000,000 first mortgage bonds, has taken a legal assignment of these bonds, and holds them subject to all rights under the mortgage.

Judge Greaham, of the United District Court, Indianapolis, Ind., has ordered the sale of the Fort Wayne, Muncie and Cincinnati railway to satisfy the first mortgage bonds, etc., concerned in the suit brought by Thomas for Taylor, the sale to be made within sixty days after notice by the commissioner.

The deed of transfer of the Cairo and Vincennes Railroad Company from Joseph W. Drexel and E. E. Tracy, of New York, has been filed in the office of the County Recorder at Vincennes, Ind. The deed is a quit claim in consideration of the sum of \$1 and was executed December 24, 1880.

The officers of the St. Louis and San Francisco Railroad have organized the Rogers and Eureka Springs Railway Company, to build a road from Rogers to Eureka Springs, twenty-five miles. The road will be built as soon as possible.

A telegraph cable, one and a half mile in length, was successfully laid on the 20th inst. between Brockville, Canada, and Morristown, N. Y., for the use of the Canada Pacific and Utica and Black River Railroad Companies.

It is expected that the New York Canals will be opened by the 5th of May, though possibly the opening may be deferred until the 10th.

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RAILROAD AND CANAL DIVIDEND STATEMENT.

Showing the amount of Stock Outstanding, the Dividend Periods and the date of last Dividend

Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.	Marked thus (*) are leased roads.	Stock outstanding.	Dividend Periods.	Last Dividend Payable.
Albany and Susq.....	100	J. & J.	Jan. '81	Little Schuylkill.....	100	F. & A.	Jan. '81	Ware River.....	100	J. & J.	July '80
Ashuelot.....	100	quarterly	Oct. '79	Louisville & Nashville.....	100	F. & A.	Feb. '81	Warren (N. J.).....	100	A. & O.	Aug. '80
Aitch., Pop. & Santa Fe.....	100	quarterly	May '81	Louis, N. Alb. & Ohl.....	100	J. & D.	Dec. '78	Watkins Valley.....	100	J. & J.	July '80
Atlanta and West Point.....	100	J. & J.	July '80	Lowell and Andover.....	100	J. & J.	July '80	Westchester & Phil. pref.....	100	J. & J.	July '80
Atlantic and St. Law.....	100	M. & S.	Sept. '80	Lowell and Lawrence.....	100	A. & O.	Feb. '81	West Jersey.....	100	F. & A.	Nov. '79
Augusta and Savannah.....	100	J. & D.	June '80	Lykens Valley.....	100	F.M.A.N.	Feb. '79	Wilmington & Weldon.....	100	J. & D.	Nov. '79
Avon, Genesee & Mt. M.....	100	A. & O.	Jan. '78	Manchester and Law.....	100	M. & N.	May '81	Winchester & Potomac.....	100	J. & J.	Jan. '81
Baltimore and Ohio.....	100	M. & N.	May '81	Marionetta & Cincinnati.....	50	-	-	Winchester & Strasburg.....	100	J. & J.	Jan. '81
" " pref.....	100	J. & J.	Jan. '81	" " 1st pref.....	50	M. & S.	Sep. '80	Worcester and Nashua.....	75	J. & J.	Jan. '81
Washington Br.....	100	A. & O.	Apr. '81	" " 2d pref.....	50	F. & A.	Feb. '81	HORSE-POWER R. R.			
Berkshire.....	100	quarterly	Apr. '81	Massachusetts.....	100	F. & A.	Feb. '81	Albany City.....	100	-	-
Boston and Albany.....	100	quarterly	Mar. '12	Memphis & Charleston.....	25	J. & D.	Jan. '81	Baltimore City.....	25	J. & J.	Jan. '81
Bos., Cin., F. & N. Bed....	100	-	-	Metropolitan Elevated.....	100	quarterly	Apr. '81	Balt., Cat. & El. Mills.....	100	J. & J.	Jan. '80
" " pref.....	100	-	-	Michigan Central.....	100	quarterly	May '81	Boston & Chelsea pref.....	50	A. & O.	Apr. '81
Agricultural Br. guar.....	100	J. & D.	June '78	Middlesex Central.....	100	F. & A.	Feb. '81	Broadway (Brooklyn).....	100	J.A.J.O.	Apr. '78
Bost., Con. & Mont. pref.....	100	M. & N.	Nov. '80	Mill Creek & Minehill.....	50	J. & J.	Jan. '81	Broadway & 7th Av. (N.Y.).....	100	J.A.J.O.	Apr. '79
Boston and Lowell.....	500	J. & J.	Jan. '81	M. Hill & Schuyl. Hav.*	50	J. & J.	Jan. '81	Brooklyn & Hunter's Pt.....	100	A. & O.	Apr. '79
Boston and Maine.....	100	M. & N.	May '81	Missouri Pacific.....	100	F. & A.	Apr. '81	Brooklyn City.....	2,000	F.M.A.N.	Aug. '79
Boston and Providence.....	100	M. & N.	May '81	Mobile & Montgomery.....	100	F. & A.	Nov. '80	Bushwick (Brooklyn).....	100	J.A.J.O.	Apr. '78
Attleborough Branch.....	100	J. & J.	Jan. '81	Morris and Essex.....	50	J. & J.	Jan. '81	Cambridge.....	100	J. & J.	Jan. '78
Bost., Revere B. & Lynn.....	100	J. & J.	Jan. '81	Mt. Carbon & Pt. Carbon.....	50	M. & N.	Nov. '80	Can. Park N. & E. Riv.....	1,000	J. & J.	Jan. '78
Buffalo, N. Y. and Erie.....	100	J. & D.	Dec. '80	Nashua and Rochester.....	100	A. & O.	Apr. '81	Citizens' (Phil.).....	50	J. & J.	Jan. '78
Burl. & Mo. Riv. in Neb.....	100	quarterly	Feb. '79	Nashua and Decatur.....	100	J. & D.	Dec. '79	Citizens' (Phg.).....	50	M. & N.	Nov. '77
Camden and Atlantic.....	50	quarterly	Apr. '80	Nash. Chat. & St. Louis.....	25	A. & O.	Apr. '81	Coney Island & Brookl.....	100	J. & J.	Oct. '80
" " pref.....	50	J. & J.	Jan. '81	Naugatuck.....	100	M. & S.	Mar. '81	Continental (Phila.).....	100	J. & J.	Jan. '81
Camden & Burl. Co.....	100	quarterly	Apr. '80	Nesquehoning Valley.....	50	quarterly	July '80	D. Dock E. B'dw. & Bat.....	100	F.M.A.N.	May '79
Orpe May and Millville.....	50	J. & D.	June '80	N. Castle & Beaver Val.*	50	quarterly	Oct. '78	Eighth Avenue (N.Y.).....	1,000	J. & J.	Jan. '79
Catawissa.....	50	Oct.-Ber.	Nov. '80	N. Haven & Northamp.....	50	quarterly	Oct. '78	Elizabeth and Newark.....	100	-	-
" " pref.....	50	M. & N.	Nov. '80	New London Northern.....	100	quarterly	Oct. '80	42nd St. & G. St. Ferry.....	100	M. & N.	May '79
Cayuga and Susq.....	100	J. & J.	Jan. '81	N. Y. Cen. & Hudson R.....	100	quarterly	Apr. '81	Frank. & Southw. (Ph).....	50	A. & O.	Apr. '80
Cedar Rapids & Mo. R.....	100	F.M.A.N.	May '81	New York and Harlem.....	100	J. & J.	Jan. '81	Germantown (Ph).....	1,000	J. & J.	July '80
" " pref.....	100	F. & A.	Feb. '81	" " pref.....	100	J. & J.	Jan. '81	Girard College (Ph).....	50	J. & J.	July '78
Central of Georgia.....	100	J. & D.	June '80	" " City Line.....	100	annually	Apr. '81	Grand St. and Newton.....	100	J. & J.	July '78
Central of New Jersey.....	100	J. & J.	Jan. '81	New York & Long Br.*	100	quarterly	Oct. '79	Green & Coates St. (Ph).....	50	J. & J.	July '79
Central Ohio.....	50	J. & J.	Jan. '81	N.Y., Lake Erie & West.....	100	quarterly	Apr. '81	Heston, Mantau & Fairm.....	2,050	J. & J.	Jan. '79
" " pref.....	50	F. & A.	Feb. '81	" " pref.....	100	J. & J.	Jan. '81	Highland.....	100	J. & J.	Jan. '80
Central Pacific.....	50	J. & D.	June '80	N. Y., N. H. & Harf.....	100	J. & J.	Jan. '81	Lomb. & South Sta. (Ph).....	25	A. & O.	Oct. '79
Chemung.....	100	quarterly	July '80	N. Y. Provid. & Boston.....	100	quarterly	Feb. '81	Lynn and Boston.....	100	M. & N.	May '81
Cheshire, preferred.....	100	J. & J.	July '80	N. Y. Bridge & Oand.....	100	J. & J.	July '80	Malden and Melrose.....	100	-	-
Chicago and Alton.....	100	M. & S.	Mar. '81	North Carolina.....	100	M. & S.	Mar. '80	Metropolitan (Boston).....	50	J. & J.	Jan. '81
" " pref.....	100	M. & S.	Mar. '81	N. Eastern (S. O.) pref.....	100	M. & N.	Nov. '77	Middlesex (Boston).....	100	M. & N.	Nov. '80
Chicago, Burl. & Quincy.....	100	A. & O.	Apr. '79	North Penn. & N. York.....	50	J. & D.	Dec. '80	N. Y., Bay Ridge & Jam.....	100	-	-
Chi., Cin., Dub. & Minn.....	100	J. & J.	Jan. '81	Northern Central.....	100	A. & O.	Jan. '81	Ninth Avenue (N. Y.).....	100	-	-
Chicago, Iowa & Nebras.....	100	J. & J.	Jan. '81	Northern N. Hampsh.....	100	J. & D.	Dec. '80	Orange and Newark.....	100	-	-
Chi., Mil. and St. Paul.....	100	A. & O.	Apr. '81	Northern New Jersey.....	100	J. & J.	July '78	People's (Phila.).....	25	J. & J.	July '79
" " pref.....	100	J. & D.	Dec. '80	Norwich & Worcester.....	100	J. & J.	Jan. '81	Philadelphia City.....	20	J. & J.	Jan. '81
Chicago & N. Western.....	100	quarterly	Nov. '81	Ogdensb. & L. Champ.....	100	J. & J.	July '78	Philadelphia and Darby.....	200	J. & J.	July '72
Ohio, R. I. & Pacific.....	100	quarterly	May '81	" " pref.....	100	A. & O.	Apr. '78	Phila. and Grey's Ferry.....	284	J. & J.	Jan. '78
Chicago & West Mich.....	100	F. & A.	Feb. '81	Ohio and Mississippi.....	100	quarterly	Jan. '78	Pbg. Alleg. & Manchester.....	200	J. & J.	Apr. '78
Cin., Ham. & Dayton.....	100	A. & O.	Oct. '80	Old Colony.....	100	J. & D.	Mar. '78	Ridge Avenue (Ph).....	50	A. & O.	Apr. '80
Cin., Rand. & Cleve. pref.....	100	M. & N.	Nov. '80	Oregon Railway & Nav.....	100	J. & J.	Jan. '81	Second Avenue (N.Y.).....	1,192	J.A.J.O.	Apr. '78
Clev., Col. Cin. & Ind.....	100	F. & A.	Feb. '81	Owego and Syracuse.....	100	quarterly	May '81	Second & Third St. (Ph).....	100	quarterly	Jan. '79
Cleveland & Mahoning.....	100	M. & N.	Nov. '79	Panama.....	100	J. & J.	May '81	17th & 19th streets (Ph).....	50	J. & J.	Jan. '78
Cleveland & Pittsburgh.....	100	M. & S.D.	Mar. '81	Paterson and Hudson.....	100	J. & J.	May '81	Sixth Avenue (N. Y.).....	100	M. & N.	Nov. '77
Columbus and Xenia.....	100	F. & A.	Feb. '81	Paterson and Newark.....	100	J. & J.	Jan. '81	Jomerville (Boston).....	100	M. & N.	Nov. '80
Colum. & Hocking Val.....	100	M. & N.	May '81	Paterson and Ramapo.....	100	J. & J.	Apr. '81	South Boston.....	50	J. & J.	Jan. '81
Concord.....	100	J. & D.	Dec. '80	Pemb. & Hightstown.....	50	J. & J.	Nov. '80	Third Avenue (N. Y.).....	100	F.M.A.N.	Nov. '80
Concord and Ports.....	100	F. & A.	Feb. '81	Pennsylvania.....	100	M. & N.	Nov. '80	13th & 15th street (Ph).....	100	J. & J.	Jan. '81
Conn. & Passump. Riv.....	100	J. & J.	Jan. '81	Peoria & Bureau Val.....	100	F. & A.	Feb. '81	23d street (N. Y.).....	100	J. & J.	Jan. '79
Connecticut River.....	100	J.A.J.O.	Jan. '81	Philadelphia and Erie.....	100	J. & J.	Jan. '81	Union (Boston).....	374	J. & J.	Jan. '80
Cumberland Valley.....	100	A. & O.	Oct. '80	" " pref.....	100	J. & J.	Jan. '78	Union (Phila.).....	50	J. & J.	July '80
" " 1st pref.....	50	A. & O.	Oct. '80	Phil. Ger. & Norristw.....	50	M.J.S.D.	Mar. '81	West Philadelphia.....	50	J. & J.	July '77
" " 2d pref.....	50	A. & O.	Oct. '80	Philadelphia & Reading.....	50	quarterly	Jan. '78	CANALS.			
Danbury and Newwals.....	50	quarterly	Mar. '81	" " pref.....	50	quarterly	July '78	Chesapeake & Delaware.....	50	J. & D.	June '78
Dayton & Michigan.....	100	A. & O.	Oct. '80	Phila. and Trenton.....	100	quarterly	Apr. '81	Delaware Division.....	100	-	-
" " pref.....	100	J. & J.	Jan. '81	Phila., Wil. & Balt.....	100	J. & J.	Jan. '81	Delaware and Hudson.....	100	F. & A.	Aug. '78
Delaware.....	100	J. & J.	Jan. '81	Pittsb., Ft. W. & Ch.....	100	J. & J.	Jan. '81	Delaware and Raritan.....	100	quarterly	Apr. '81
Del. & Bound Brook.....	100	J. & D.	Apr. '81	" " Special Imp.....	100	quarterly	Apr. '81	Lehigh Coal & Navigt.....	100	J.S.D.M.	Sept. '76
Del., Lackaw. & West.....	100	F. & A.	Aug. '80	Pittsfield & N. Adams.....	100	J. & J.	Jan. '81	Monongahela Navigt.....	100	J. & J.	July '79
Detroit, Lans. & Nor.....	100	F. & A.	Aug. '80	Portl., Saco & Portam.....	100	J. & J.	Jan. '81	Morris (consolidated).....	100	F. & A.	Feb. '78
" " pref.....	100	F. & A.	Feb. '81	Profile and Franconia.....	100	Annual	Nov. '80	" (preferred).....	100	F. & A.	Feb. '78
Dubuque & Sioux City.....	100	J. & J.	Jan. '81	Providence & Worcester.....	100	J. & J.	Jan. '81	Pennsylvania.....	50	-	-
Del. Pennsylvania.....	100	J. & J.	Jan. '81	Republic Valley.....	100	J. & J.	Feb. '80	Quincy Nav. (common)*	50	annually	Apr. '79
East Mahanoy.....	100	A. & O.	Oct. '80	Rensselaer & Barato.....	100	J. & J.	Jan. '81	" (prof.).....	50	annually	Apr. '79
East Tenn., Va. & Ga.....	100	J. & J.	Jan. '81	Rhode Island & Mass.....	100	J. & J.	Jan. '81	MISCELLANEOUS.			
Eastern (Mass.).....	100	J. & J.	Jan. '81	Rhinecl & Peterb.....	100	J. & J.	Jan. '81	Adams Express.....	100	quarterly	Feb. '81
Eastern (N. H.).....	100	J. & D.	Dec. '80	Roch. & Genesee Val.....	100	J. & J.	Jan. '79	Amoskeag Express.....	100	J. & J.	Jan. '81
Eel River.....	100	-	-	Rome, Water. and Ogd.....	100	J. & J.	July '78	Amoskeag Manuf. Co.....	100	J. & D.	Dec. '80
Elmira, Jef. & Canand.....	100	Sept.	Sept. '80	Rutland preferred.....	100	F. & A.	Feb. '78	Calumet and Hecla Mining.....	100	F.M.A.N.	May '81
Elmira & Williamsport.....	100	M. & N.	Nov. '80	St. L., Alk. & T. Haute.....	100	-	-	Central Mining Co.....	100	Annual	Feb. '81
" " pref.....	100	J. & J.	Jan. '81	" " pref.....	100	F. & A.	Feb. '81	Consolidation (Md.) Coal.....	100	M. & S.	Jan. '81
Erie and Pittsburgh.....	100	quarterly	Sept. '80	Salem and Lowell.....	100	M. & S.	Sept. '78	George's Creek O. & I.....	100	J. & J.	Aug. '80
Fitchburg.....	100	J. & J.	Jan. '81	Schuylkill Valley.....	100	J. & J.	Jan. '81	Gold and Stock Tel.....	100	quarterly	Oct. '79
Frankfort and Kokomo.....	100	J. & J.	Jan. '81	Seaboard and Roanoke.....	100	M. & N.	Nov. '80	Maryland Coal.....	100	F. & A.	Feb. '79
Georgia.....	100	F. & A.	Feb. '81	Shamokin V. & Pottaw.....	100	F. & A.	Aug. '80	Mariposa Gold.....	100	-	-
Hannibal & St. Jo. pref.....	100	J. & J.	Jan. '81	Shore Line.....	100	J. & J.	July '80	Missouri Val. Land Co.....	100	M. & S.	Jan. '81
Harrisburg & Lancaster.....	100	J. & J.	Jan. '81	Sioux C. & Pacific pref.....	100	A. & O.	Apr. '81	Moungoua Coal Co.....	100	quarterly	Mar. '80
Huron, Mont. pref.....	100	M. & S.	Mar. '81	South Branch (N. J.).....	100	J. & J.	July '79	National Tube Works.....	100	quarterly	Apr. '81
Illinois Central.....	100	M. & S.	Mar. '81	South Western (Ga.).....	100	J. & D.	June '79	Pacific Mail Steamship.....	100	M.J.S.D.	Sept. '80
Iowa Falls & Sioux City.....	100	quarterly	May '81	Stockbridge and Pitts.....	100	J. & J.	July '79	Pennsylvania Coal.....	100	F.M.A.N.	Feb. '81
Iowa Railroad Land Co.....	100	quarterly	May '81	Summit Branch.....	100	F. & A.	Feb. '78	Pulman Palace Car.....	100	F.M.A.N.	Feb. '81
La. R. & Mo. Northern.....	25	quarterly	May '81	Syr., Bingham. & N.Y.....	100	J. & D.	Feb. '80	Quicksilver, commo.....	100	-	-
Jafferson, Mad. & Ind.....	100	quarterly	June '80	Terre Haute & Indiana.....	100	F. & A.	Feb. '81	Quincy Mining Co.....	25	Annual	Feb. '81
Joliet and Chicago.....	100	quarterly	May '80	Troy and Boston.....	100	F. & A.	Apr. '81	Quincy K. R. Bridge.....	100	J. & J.	Jan. '81
Kan. City, Up. & West.....	100	quarterly	Dec. '80	Union Pacific.....	100	quarterly	Apr. '81	Sioux C. & L.F. L. & L. Co.....	100	J. & J.	Jan. '81
Kentucky Central.....	100	J. & D.	Dec. '80	United Cos. of N. J.....	100	quarterly	Apr. '81	Spring Mount. & L. Co.....	50	J. & D.	Dec. '80
Lake Shore & Mich. So.....	100	F. & A.	Feb. '81	Utah, Chenango & S. V.....	100	M. & N.	May '80	Topeka Equipment Co.....	100	A. & O.	Apr. '81
" " (grar.).....	100	quarterly	Oct. '80	Utah and Black River.....	100	J. & J.	Mar. '79	United States Express.....	100	F.M.A.N.	Apr. '81
Louisville Valley.....	100	quarterly	Apr. '81	Vermont and Mass.....	100	F. & A.	Apr. '81	Wells-Fargo & Co. Exp.....	100	J. & J.	Jan. '81
" " pref.....	100	quarterly	Mar. '81	Wat., St. L. & Pacific.....	100	quarterly	May '81	West. Union Telegraph.....	100	quarterly	Jan. '81
Little Miami.....	100	quarterly	Mar. '81	" " pref.....	100	quarterly	May '81				

RAILROAD EARNINGS—MONTHLY.

Burl., C. Rapids & Nor.:	January.	February.	March.	April.	May.	June.	July.	August.	September.	October.	November.	December.	Total.
1880.....	184,316	165,170	188,325	141,653	149,504	153,375	143,432	160,160	179,804	204,991	189,330	193,068	2,053,131
1881.....	187,750	124,510	148,551										
Central Pacific:													
1879.....	1,089,166	1,056,691	1,280,272	1,406,600	1,579,591	1,443,088	1,458,833	1,556,457	1,649,430	1,809,022	1,488,142	1,335,870	17,153,163
1880.....	1,200,614	1,070,487	1,373,438	1,366,716	1,778,488	1,724,950	1,840,067	1,973,438	1,964,997	2,120,229	2,154,000	1,853,000	20,410,424
1881.....	1,602,907	1,400,000	1,643,000										
Chicago and Alton:													
1879.....	343,737	307,381	327,370	335,394	421,937	447,794	536,843	583,832	628,811	668,163	601,101	553,014	5,755,677
1880.....	534,054	497,013	626,473	542,961	616,129	617,524	708,906	761,120	767,349	785,199	696,776	543,723	7,687,226
1881.....	487,890	461,641	511,415										
Chicago and Northwestern:													
1879.....	1,008,321	889,633	1,107,042	1,128,894	1,433,364	1,393,087	1,314,231	1,326,957	1,716,409	1,896,073	1,558,476	1,325,895	16,098,379
1880.....	1,154,632	1,131,683	1,361,725	1,294,573	1,875,608	1,653,000	1,716,581	1,771,314	1,957,951	2,031,000	1,820,600	1,490,328	19,423,684
1881.....	1,222,250	957,300	1,162,363										
Chicago, Burl. & Quincy													
1879.....	1,105,098	992,377	1,071,738	1,018,755	1,171,303	1,160,968	993,823	1,315,559	1,484,316	1,709,932	1,337,679	1,438,167	14,779,715
1880.....	1,200,239	1,180,855	1,453,611	1,260,319	1,619,227	1,434,515	1,566,661	1,610,168	1,579,465	1,599,534	1,510,846	1,326,812	17,311,890
Chicago, Mil. & St. Paul:													
1880.....	764,398	738,749	900,675	871,000	1,135,000	1,038,000	1,026,000	991,000	1,257,000	1,494,000	1,472,000	1,426,000	13,114,810
1881.....	591,000	683,000	917,000										
Chicago, St. Paul, Minn. & Omaha:													
1880.....	105,405	92,044	134,134										
1881.....	128,555	101,965	166,999										
Cin., Ind., St. L. and Chicago:													
1880.....	155,697	172,541	198,220										
1881.....	171,466	160,981	185,004										
Clev., Col., Cin. & Ind.:													
1880.....	317,411	296,769	349,410	302,521	319,445	358,820	450,186	475,096	437,824	426,227	369,714	349,092	4,440,514
1881.....	299,903	271,176	344,602										
Denver and Rio Grande:													
1880.....	124,093	128,291	168,961										
1881.....	307,476	317,681	398,493										
Dubuque and Sioux City:													
1880.....	79,923	77,551											
1881.....	79,062	50,229											
Hannibal & St. Joseph:													
1880.....	176,079	166,965	216,327	200,059	189,125	177,861	163,484	212,896	309,068	240,359	204,116	257,241	2,537,954
1881.....	153,067	126,113	173,557										
Houston and Texas Central:													
1880.....	319,041	429,803	237,745										
1881.....	359,706	434,475	325,209										
Illinois Central:													
1880.....	595,212	613,806	613,008	535,732	665,120	681,736	724,095	732,755	506,836	880,211	782,120	673,181	8,304,812
1881.....	600,472	492,851	536,395										
Indiana, Bloomington and Western:													
1880.....	80,495	89,960	84,225										
1881.....	90,283	83,261	77,713										
Louisville and Nashville:													
1880.....	674,455	575,035	604,425										
1881.....	916,950	803,490	941,699										
Mobile and Ohio:													
1880.....	250,116	204,094	168,301										
1881.....	218,243	211,353	226,358										
Nashville, Chat. and St. L.:													
1880.....	205,533	191,154	169,457										
1881.....	178,143	190,866	207,710										
New York and New England:													
1880.....	164,233	149,907											
1881.....	169,749	173,614											
New York Central and Hudson River:													
1879.....	2,024,812	2,210,304	2,474,392	2,314,626	2,211,010	2,022,823	2,194,423	2,546,028	2,922,396	2,898,586	2,801,835	2,946,216	29,367,451
1880.....	2,593,613	2,317,231	2,354,835	2,782,324	2,540,997	2,653,477	2,873,316	3,023,854	3,000,627	3,095,198	3,047,541	2,833,403	33,615,416
1881.....	2,404,713	2,293,463	2,668,250										
New York, Lake Erie & Western:													
1879.....	1,147,173	1,207,391	1,356,780	1,372,755	1,350,574	1,230,419	1,273,533	1,450,223	1,492,497	1,713,697	1,515,835	1,398,244	16,509,121
1880.....	1,296,381	1,282,218	1,644,958	1,643,151	1,592,544	1,661,812	1,580,976	1,606,874	1,786,417	1,899,910	1,799,338	1,726,78	19,491,367
1881.....	1,443,437	1,426,765											
Northern Central:													
1880.....	334,494	330,860	415,325	386,130	329,788	419,193	450,298	453,923	464,093	512,917	459,054	494,310	5,050,387
1881.....	396,157	382,657	452,906										
Northern Pacific:													
1880.....	81,212	77,259	119,357										
1881.....	109,805	79,976	142,835										
Philadelphia and Erie:													
1880.....	224,307	245,372											
1881.....	224,303	225,501											
Philadelphia and Reading:													
1879.....	900,482	825,154	889,569	989,034	1,144,051	1,179,140	1,147,767	1,305,414	1,197,162	1,409,028	1,308,658	1,325,780	13,621,239
1880.....	1,239,177	1,016,278	1,404,878	1,328,661	1,307,148	1,288,168	1,169,874	1,415,834	1,877,073	1,563,794			
St. Louis and San Francisco:													
1880.....	195,695	199,644	197,470										
1881.....	212,435	178,234	262,050										
St. Louis, Alton and Terre Haute:													
1880.....	153,139	163,737	168,994										
1881.....	169,458	170,418	201,009										
St. Louis, I. Mt. & South'n:													
1880.....	555,983	490,195	451,560	403,300	372,290	365,300	442,000	543,555	661,400	678,200	626,725	655,100	6,258,419
1881.....	570,957	560,791	692,021										
St. Paul, Minn. and Man:													
1880.....	180,239	137,645	261,798										
1881.....	254,187	159,483	320,953										
Wabash, St. Louis & Pacific:													
1880.....	925,603	933,143	1,189,268	890,137	946,186	952,049	1,065,080	1,185,395	1,177,134	1,528,475	1,105,616	964,663	12,336,153
1881.....	811,617	818,922	1,119,591										

COUNTERFEIT NOTE LIST.

1s.		
Boston, Mass.	National Eagle	Letter A, July 1, 1865.
2s.		
Kinderhook, N. Y.	National Union	Letter A, July 1, 1865.
Lindbergh, N. Y.	National Union	" " " "
Newport, B. I.	Nat. Bank of Rhode Island	" A, Nov. 1, 1865.
New York, N. Y.	Ninth	" A, Jan. 2, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	St. Nicholas	" " " "
Peekskill, N. Y.	Westchester County	" A, Aug. 15, 1865.
Philadelphia, Pa.	Sixth	" A, July 1, 1865.
5s.		
Amsterdam, N. Y.	Manufacturers	Letter B, April 15, 1875.
Aurora, Ill.	First	" A, Nov. 2, 1863.
Boston, Mass.	Globe (Photographed)	" C.
Boston, Mass.	Pacific (Photographed)	" B, Series, 1875.
Canton, Ill.	First	" A, May 21, 1864.
Castleton, N. Y.	National Bank of Castleton	" D, March 10, 1865.
Cecil, Ill.	First	" A, May 10, 1865.
Chicago, Ill.	First	" " " "
Chicago, Ill.	Central	" " " "
Chicago, Ill.	Merchants	" " " "
Chicago, Ill.	Traders	" " " "
Chicago, Ill.	German	" A, March 10, 1865.
Chicago, Ill.	Union	" " " "
Dedham, Mass.	Dedham (Photographed)	" B, Series 1875.
Fall River, Mass.	Pocasset (Photographed)	" C, Jan. 2, 1865.
Galena, Ill.	First	" A, May 10, 1865.
Hanover, Pa.	First	" D, Feb. 20, 1864.
Jackson, Mich.	People's	" D, Oct. 2, 1865.
Jewett City, Conn.	Jewett City	" B, Sept. 1, 1865.
Montpelier, Vt.	Montpelier (Photographed)	" A, Series 1875.
New Bedford, Mass.	Merchants	" C, Feb. 14, 1865.
No. Hampton, Mass.	First	" C, May 2, 1865.
Paxton, Ill.	First	" A, Oct. 20, 1871.
Pawling, N. Y.	National Bank of Pawling	" A, July 20, 1865.
Peru, Ill.	First	" A, June 2, 1864.
Rome, N. Y.	Fort Stanwix	" B, Sept. 1, 1865.
Southbridge, Mass.	Southbridge (Photographed)	" B, May 10, 1875.
Tamaqua, Pa.	First	" B, July 1, 1865.
Troy, N. Y.	National State Bank	" A, May 10, 1865.
Virginia, Ill.	Farmers	" " " "
Westfield, Mass.	Hampden	" C & D, Aug. 1, '65.
10s.		
Osage, Iowa	Osage National Bank	1,751 to 2,200 560,958 to 561,407
Pontiac, Ill.	Nat. Bank of Pontiac	741 to 765 252,111 to 252,135
20s.		
Albany, N. Y.	Albany City	Letter A, July 20, 1865
Auburn, N. Y.	Auburn City	" A, July 20, 1865.
Buffalo, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Lafayette, Ind.	Lafayette	" A, Dec. 23, 1874.
Lockport, N. Y.	First	" A, Feb. 20, 1865.
Muncie, Ind.	Muncie	" A, Feb. 14, 1865.
Newburgh, N. Y.	Highland	" A, July 1, 1865.
New York, N. Y.	American	" A, May 12, 1865.
New York, N. Y.	Marine	" A, July 1, 1865.
New York, N. Y.	Market	" " " "
New York, N. Y.	Merchants	" " " "
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Nat. Bank State of N. Y.	" " " "
Philadelphia, Pa.	First	" B, Feb. 20, 1864.
Philadelphia, Pa.	Third	" " " "
Poughkeepsie, N. Y.	First	" A, Aug. 1, 1865.
Poughkeepsie, N. Y.	City	" A, July 4, 1865.
Poughkeepsie, N. Y.	Farmers and Manufacturers	" A, Aug. 1, 1865.
Red Hook, N. Y.	First	" A, Feb. 20, 1865.
Richmond, Ind.	Richmond	" A, March 15, 1873.
Rochester, N. Y.	Flour City	" A, July 1, 1865.
Rome, N. Y.	Central	" A, May 12, 1865.
Syracuse, N. Y.	Syracuse	" A, Aug. 1, 1865.
Troy, N. Y.	Mutual	" A, May 10, 1865.
Waterford, N. Y.	Saratoga County	" A, July 1, 1865.
Watkins, N. Y.	Watkins	" A, Aug. 1, 1865.
50s.		
Albany, N. Y.	Merchants	Bank No. 759 to 766 45,195 to 45,202
Barre, Vermont	Nat. Bk of Barre	911 to 936 932,805 to 932,830
Boston, Mass.	Nat. H. & Leather	11,919 to 11,972 22,900 to 22,953
New York City	Third Nat. Bank	9,414 to 9,428 644,416 to 644,430
100s.		
Baltimore, Md.	National Exchange	Letter A, Feb 2, 1864.
Boston, Mass.	First	" A, July 20, 1865.
Boston, Mass.	Nat. Revere	" A, July 20, 1865.
Cincinnati, Ohio	Ohio	" A, Dec. 22, 1864.
New York, N. Y.	Central	" A, April 15, 1864.
New Bedford, Mass.	Merchants	" A, Feb. 14, 1865.
Pittsburg, Pa.	Nat. Bk of Commerce	" A, Series 1875.
Pittsfield, Mass.	Pittsfield	" A, July 20, 1865.
Wilkesbarre, Pa.	Second	" A, Nov. 2, 1863.
Jersey City, N. J.		
Jersey City, N. J.	First National Bank	Bank No. 671 to 750 19,000 to 19,048
Lynn, Mass.	National City Bank	121 to 150 66,756 to 66,825

Philadelphia, Pa.	Fourth	Letter A, March 7, 1864.
Portland, Conn.	First	" A, May 10, 1865.
Utica, N. Y.	City	" B, Aug 19, 1865.
Utica, N. Y.	Oneida	" " " "
50s.		
Albany, N. Y.	Merchants	Bank No. 759 to 766 45,195 to 45,202
Barre, Vermont	Nat. Bk of Barre	911 to 936 932,805 to 932,830
Boston, Mass.	Nat. H. & Leather	11,919 to 11,972 22,900 to 22,953
New York City	Third Nat. Bank	9,414 to 9,428 644,416 to 644,430
100s.		
Buffalo, N. Y.	Third	Letter A, March 10, 1865.
New York, N. Y.	Central	" A, April 15, 1864.
New York, N. Y.	Union	" A, April 15, 1864.
New York, N. Y.	Nat. Broadway	" A & C, Jan. 10, 1865.
New York, N. Y.	Nat. Bank of Commerce	" " " "
New York, N. Y.	Tradesmen's	" A & D, April 20, '65.
Jersey City, N. J.		
Jersey City, N. J.	First National Bank	Bank No. 671 to 750 19,000 to 19,048
Lynn, Mass.	National City Bank	121 to 150 66,756 to 66,825

† The date on this note is incomplete, it reads simply "U 19th, 1865."

‡ Central National Bank altered with a pen to Union National Bank.

COUNTERFEIT U. S. TREASURY NOTES.

1s	Portrait of Chase, act July 11, 1862, dated Aug. 1, 1862.	B & D.
2s	Portrait of Hamilton, act July 11, 1862, dated Aug. 1, 1862.	C & D.
2s	Photograph. Portrait of Jefferson; Series of 1875.	Letter D, No. 8,34
	504. John A. Allison, Register.	A. N. Wyman, Treas.
5s	Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863.	A.
5s	Statue of Liberty, act Feb. 25, 1862, dated March 10, 1863.	A.
5s	Statue of Liberty, act March 3, 1863, dated March 10, 1863.	A & D.
5s	Portrait of Jackson, act March 3, 1863, Series of 1875.	C & D.
5s	Photograph. Series of 1875, Number B 8058120.	
5s	Series of 1875. Letter D. John Allison, Register.	A. N. Wyman, Treas.
10s	Portrait of Lincoln, act Feb. 25, 1862, dated March 10, 1862.	B & D
10s	Portrait of Lincoln, act March 3, 1863, dated March 10, 1863.	D.
10s	Portrait of Webster. Series of 1875.	Letter C.
20s	Female with shield and sword, act Feb. 25, 1862, dated March 10, 1862.	A, B, C.
20s	Female with shield and sword, act Mar. 3, '63, dated Mar. 10, '63.	A.
20s	Portrait of Hamilton, act March 3, 1863. Series of 1875 and '78.	C. (Executed with pen and ink.)
50s	Portrait of Hamilton, act Feb. 25, 1862, dated March 10, 1862.	C.
50s	Portrait of Hamilton, act March 3, '63, dated Mar. 10, '63.	A, B, C, D.
50s	Portrait of Clay, act March 3, 1863. Series 1869.	B.
50s	Compound Interest Note, act June 30, 1864, dated July 15, 1864.	C.
100s	Compound Interest Note, act June 30, 1864, dated May 15, 1865.	B.
100s	Large Spread Eagle, act Feb. 25, 1862, dated March 10, 1862.	B & C.
500s	Portrait of J. Q. Adams, act March 3, 1863, dated series 1869.	B & C.
1000s	Portrait of Robt. Morris, act March 3, 1863, dated March 10, '62.	B.
1000s	Portrait of Robt. Morris, act March 10, 1862, dated March 10, 1863.	Letter B. D.

OTHER CHECK LETTERS.

The following is a list of banks having plates bearing check letters other than A, B, C, D:

5s	National Bank of the Republic, Boston, Mass.
	Charter number 379; Check letters E, F, G, H.
5s	Manufacturers' National Bank, Amsterdam, N. Y.
	Charter number 2379; Check letters E, F, G, H.
5s	Lycoming National Bank, Williamsport, Pa.
	Charter number 2227; Check letters E, F, G, H.
10s	First National Bank, Hoboken, N. J.
20s	Charter number 1444; Check letters on 10s D, E, F, and 20s B.
20s	Merchants' National Bank, New Bedford, Mass.
	Charter number 799; Check letters B, C, D, E.

NEW ISSUE OF U. S. TREASURY NOTES

NOT COUNTERFEITED.

1s	In centre is portrait of George Washington.
2s	Portrait of Thomas Jefferson.
5s	Portrait of Andrew Jackson.
10s	Portrait of Daniel Webster.
20s	Portrait of Alex. Hamilton.
50s	Portrait of Benjamin Franklin.
100s	Portrait of Abraham Lincoln.
500s	Vignette representing Victory divested of her Armor.
1000s	Portrait of DeWitt Clinton, ex-Governor of New York State.

* Only notes of the new issue counterfeited.

The Waycross and Jacksonville Railroad, in Florida, was completed on the 23d inst., and the first train passed over safely. The formal opening will take place May 1. This line shortens the time between Savannah and Jacksonville to six hours.

THE LAKE SHORE AND MICHIGAN SOUTHERN RAILWAY COMPANY,
TREASURER'S OFFICE, GRAND CENTRAL DEPOT,
New York, March 28, 1881.

THE BOARD OF DIRECTORS OF THIS COMPANY have this day declared a DIVIDEND of TWO PER CENT. upon its capital stock, payable on Monday the 2d day of May next, at this office.

For the purpose of this dividend, and also for the annual election for Directors, which is to be held on the 4th day of May next, the Transfer Books will be closed at 3 o'clock p. m. on THURSDAY, the 31st inst., and will be reopened on the morning of Friday, the 6th day of May next.

E. D. WORCESTER, Treasurer.

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COLUMBUS AND TOLEDO FIRST 7s, DUE 1910.
COLUMBUS AND TOLEDO SECOND 7s, DUE 1910.

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FOR 1881-2.

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MR. LOVELL, at the request of several Merchants and others of the Province of Ontario, of the City of Montreal, &c., begs to announce that his firm will publish a PROVINCE OF ONTARIO DIRECTORY, in November next containing an

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AND A THOROUGH

Classified Business Directory

of the Business and Professional men in the Cities, Towns, and Villages of Ontario, with a

CLASSIFIED BUSINESS DIRECTORY

OF THE

CITY OF MONTREAL.

The same care and attention bestowed on the Dominion and Provincial Directories of 1871 will be given to this work. Subscribers names respectfully solicited. Terms of Advertising made known upon application.

JOHN LOVELL & SON, Publishers.

Montreal, Dec. 29, 1880.

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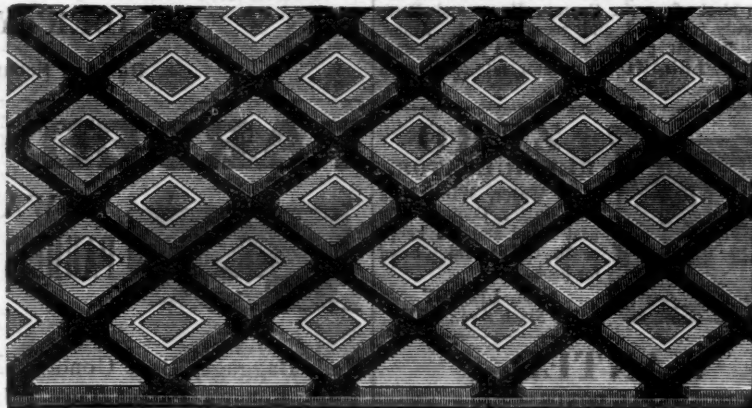
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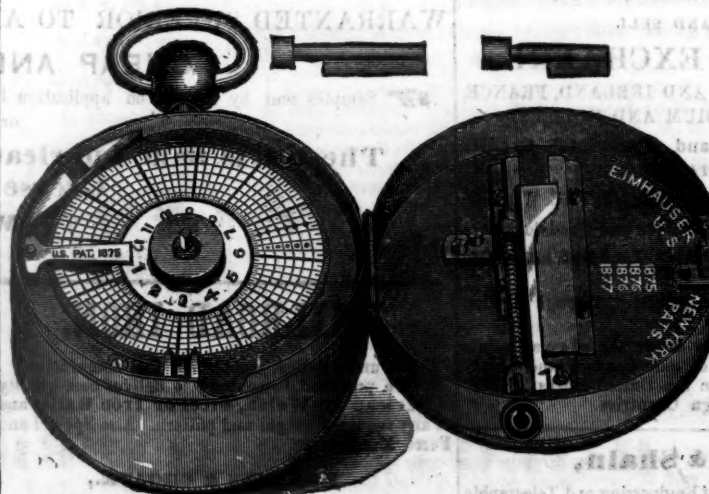
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The AMERICAN RAILROAD JOURNAL is taken by leading railroad men, investors and banking houses in this country and Europe, where it has long been a recognized authority in its special field, being recommended as such by Chambers' Encyclopedia and other standard foreign and domestic publica-

tions. We give below a few extracts from opinions of the press:

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E. S. BOWEN,

General Superintendent.

JNO. N. ABBOTT,

General Passenger Agent.

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